

FLORIDA HIGHWAYS

Vol. IV

JUNE, 1927

No. 6

Published by the State Road Department

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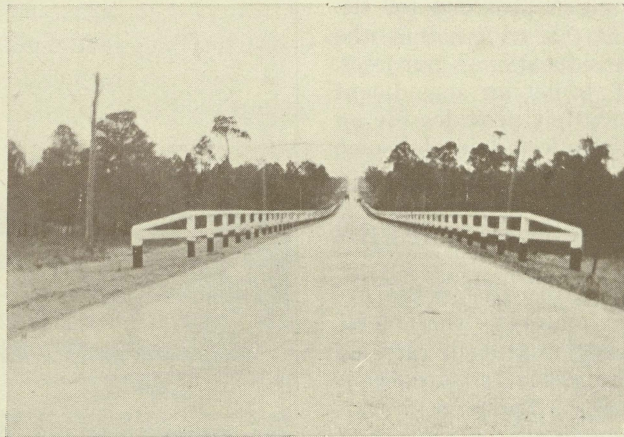
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FLORIDA HIGHWAYS



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The Legislature and the State Road Department

IT IS impossible, so soon after the adjournment of the Legislature, to check up all legislation affecting the Department, but even at this distance, a number of features stand out prominently.

From the very first there was gratifying evidence of the approval by the Legislature of the work which has been done and is being done by the Department, and a very evident disposition to forestall anything which would tend to hamper its work. While a great many roads were added to the State Road System, this addition was by designation only, the roads established being merely added to the system with no preferred status.

As a result of emergency conditions following the flood of last fall in the counties contiguous to Lake Okeechobee, the Department was authorized to construct a usable, serviceable road on State Roads 25 and 26. The result of this legislation, of course, was to advance these two roads to an emergency preferential status, and the work contemplated and authorized will call for an outlay of more than one million dollars.

An act was passed authorizing the purchase of the Conner's Highway by the State. The text of this bill, Committee Substitute for House Bill No. 248, will be found elsewhere in this issue.

Pursuant to the recommendation of Governor Martin, the one mill ad valorem tax for roads which has been heretofore levied was omitted. The millage authorized had been reduced by the Governor to one-quarter mill, and in his message to the Legislature he advocated the entire elimination of this millage for

that purpose. The funds derived from this source had been used for the purpose of meeting Federal Aid, and it therefore became necessary to enact a new statute appropriating out of the funds derived from the gasoline tax, the sum of \$950,000.00 per annum to meet such Federal Aid. The elimination of the ad valorem tax reduced the estimated resources for the year 1927, as figured by the members in January of this year, by the sum of half a million dollars.

A further reduction in the resources of the Department in the sum of \$75,000.00 per annum was effected by Senate Bill No. 621 which authorized an appropriation of that amount out of the gasoline inspection fund, the total net proceeds of which (estimated at \$200,000.00 per year) formerly came to the Department. In short, the estimated resources of the Department for the year were reduced by the Legislature in the sum of \$575,000.00.

Realizing this, and anticipating that there might perhaps develop an emergency in meeting present obligations of the Department which were based upon resources estimated at the first of the year, the Department, with the consent and assistance of the Governor, succeeded in having passed an act authorizing and permitting the Department to borrow not to exceed 20 per cent of its estimated resources in a given year. The authority to borrow is conditioned upon approval by the Governor and the rate of interest for such loan cannot exceed 6 per cent per annum. The full text of the act appears elsewhere in this issue.

Summing up, it appears that the Legislature was most kind to the Department. Its preferential pro-

gramme remains for the most part unaffected, and numerous efforts to include this or that road in the preferential system met prompt defeat at the hands of the committees charged with reporting upon such legislation.

In addition to the acts above mentioned is another whose effect upon the Department's revenues is problematical. This was the act which provided for the levy of an additional one-cent tax on gasoline, the proceeds to be expended for educational purposes. The act, as we understand it, is not an amendment of the present gasoline tax levy but provides for an additional one-cent levy to be collected in the same manner as the same is now being paid. It is effective July 1st, and the tax on gasoline from and after that date, as a result of the passage of the act in question, will be five cents per gallon.

Another act of interest passed by the legislature was a law providing that all motorists shall come to a full stop before proceeding over such railroad grade crossings as shall be designated as dangerous by the State Road Department. The text of this measure will likewise be found in the present issue.

House Bill No. 1366

AN ACT to Authorize and Empower the State Road Department of the State of Florida to Borrow Money at a Rate of Interest not to Exceed Six Per Cent Per Annum under Certain Circumstances and to provide the manner in which such Money shall be Repaid.

Be It Enacted by the Legislature of the State of Florida:

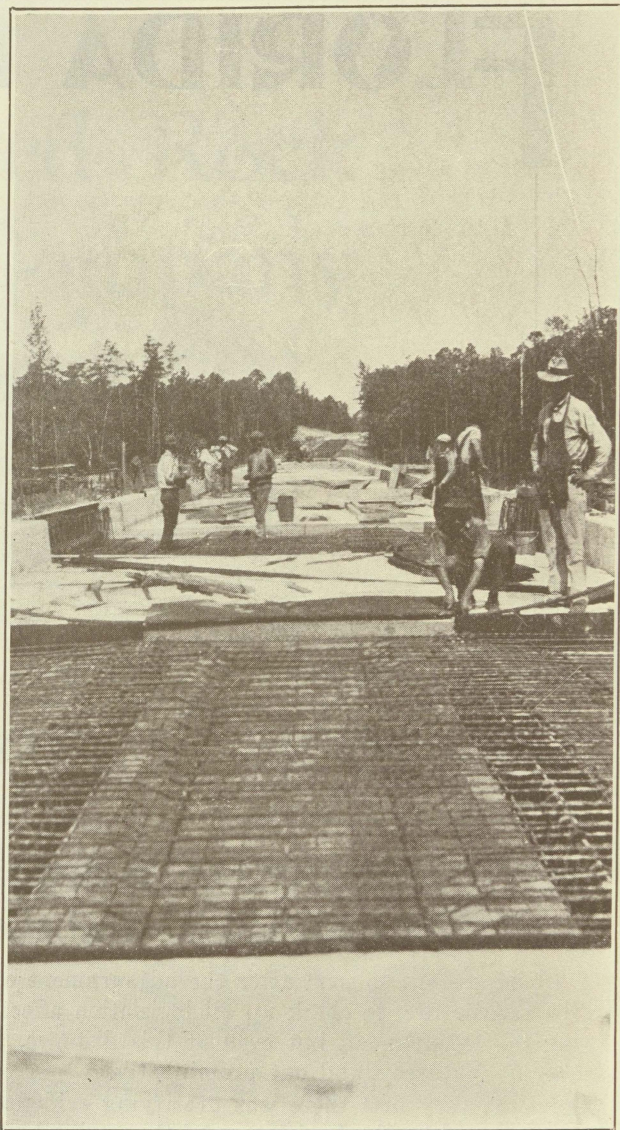
Section 1. That whenever it shall appear to the State Road Department that the resources of the Department in any given year will prove insufficient to meet the obligations incurred by the said Department in carrying out its budget of maintenance and construction work for such year, the said Department by and with the consent of the Governor shall be and is hereby authorized and empowered to borrow money at a rate of interest not to exceed six per cent per annum, for the purpose of meeting such obligations and carrying on the work of the Department for the remainder of said budget year. Provided, however, That it shall be unlawful for said Department to borrow any sum of money in any one year in excess of twenty per cent of the amount estimated by them as the resources of the Department for such year, which said sum or sums so borrowed shall be paid in full before the Department shall be authorized to borrow on the estimate for any succeeding year.

Sec. 2. That all payments of principal and interest made under Section 1 of this Act shall be by warrant drawn by the Comptroller on the State Treasurer in the manner provided in Section 1194, of the Revised General Statutes of Florida.

Sec. 3. This Act shall take effect upon its becoming a law.

Shell Shock

A fine way to break your back in the spring is to walk into the living-room in the dark and sit down where the davenport was yesterday.—Detroit News.



Project 672-B—Ocklocknee River Bridge—Showing arrangement of steel in floor span.

The Right One

He was dug out of a wreck of his automobile and carried into the nearby doctor's office. "I can't do anything for this man," said the doctor. "I am a veterinary surgeon."

"You're the right man, doc," said the amateur motorist. "I was a jackass to think I could run that machine."—Florida Power & Light Company Magazine.

Dolts for Beginners

Arthur Kober reports about the complete chump at bridge who was boasting that he had played with the renowned Whitehead, the authority on the game.

"Everything go all right?" quizzed a friend.

"Everything ran smoothly," bragged the chump. "I played perfectly throughout and did nothing to displease him. That is—except once—when I spilled some cards while dealing, and Mr. Whitehead mumbled something about, 'Good God! He can't even shuffle!'"—New York Gazette.

Railroad Crossing --- Stop Act

AN ACT to Require every person Driving Any Motor Vehicle on a Public Highway on Approaching Railroad Crossing to Stop, Look and Listen Before Passing Thereover, and Preserving the Existing Liabilities of Railroad Companies and Providing for Certain Additional Obligations and Liabilities of Railroad Companies in this State in Connection with and with Respect to Railroad Grade Crossings.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That no person operating any motor vehicle upon a public road shall cross, or attempt to cross, at a point designated by the State Road Department as a dangerous crossing, any railroad track intersecting the road at grade other than a crossing at which there is a gate or watchman (except on electric railway tracks in an incorporated city or town) without first bringing said motor vehicle to a full stop at a distance of not less than ten feet nor more than fifty feet from the nearest rail, and shall then look in both directions along the tracks and listen for the approach of any locomotive, car, or cars or train of cars thereon, provided, however, that the requirements of this Act shall not extend to railroad tracks located within the limits of incorporated cities or towns, and provided further that in any civil action for damages against any railroad company for alleged actionable injuries sustained by any person at any railroad crossing in this State by reason of a collision at said crossing with any engine or train of cars, the provisions of Section 4964 and Section 4965 of the Revised General Statutes of Florida relating to liability of railroad companies in actions for negligence shall govern.

Sec. 2. That every railroad company operating or leasing any track intersecting a public road at grade and falling within the purview of Section 1 of this Act, shall place and maintain a suitable sign board, on each side of the track or tracks on the right side of the highway, not less than ten feet from the ground and forty inches by fifty inches, two hundred feet from the crossing, which said board shall be painted with black lettering with white background with the following inscription thereon, "STOP—RAILROAD CROSSING—FLORIDA LAW," provided, that for use at night said signboard shall be equipped with a suitable mirror reflector of such size, color and description as may be approved by the State Road Department for use at railroad crossings, so designed that same will reflect the rays of a motor vehicle headlight, and provided further, that where railroad warning signs have already been placed, or shall hereafter be placed, at any railroad crossing by the State Road Department, said railroad companies shall not be required to erect or maintain additional signs or reflectors at such crossings.

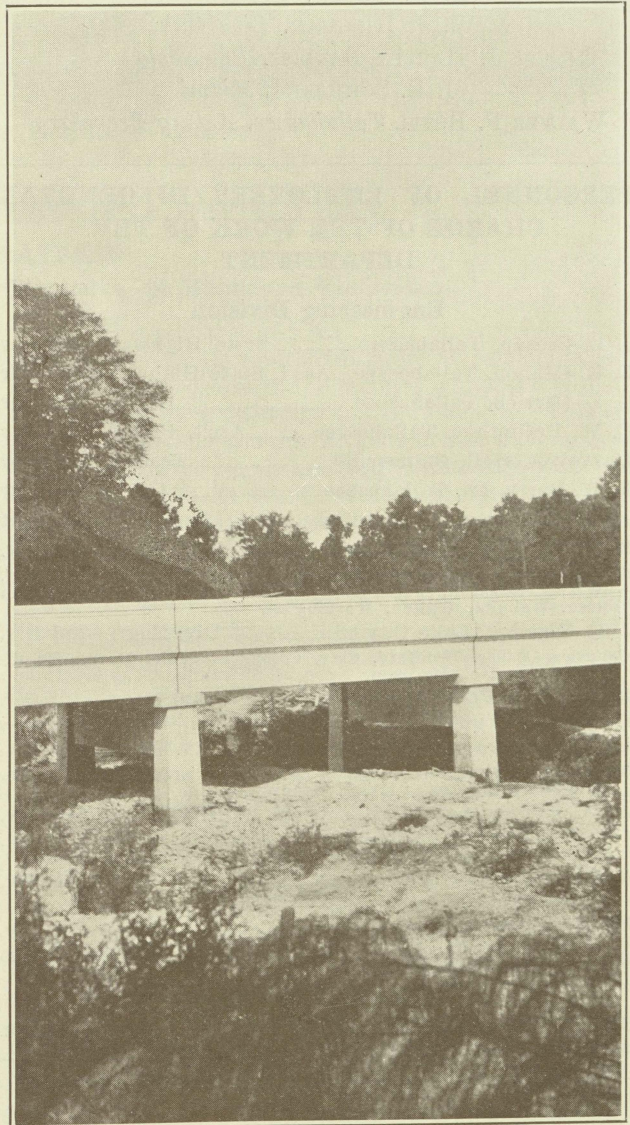
Sec. 3. Every railroad locomotive crossing or attempting to cross over any public highway in this State, which is within the purview of Section 1 of this Act, shall be equipped with a suitable whistle in good working order, and said whistle shall be blown

in such manner before said locomotive reaches the crossing, that any motor vehicle driver who has complied with Section 1 of this Act will likely be warned thereby of the approach of any such locomotive or train or cars.

Sec. 4. Any person, firm or corporation violating or failing to observe the provisions of this Act shall be deemed guilty of a misdemeanor and shall upon conviction thereof be fined not exceeding two dollars for the first offense, or imprisoned not exceeding two days, and the amount of court costs collected in connection with any such fine for such first offense shall not exceed the amount of any such fine, same to be divided equally between the arresting officer and the judge or justice, and provided, that second offenses shall be punished as for a misdemeanor punishable under the general law prescribing the punishment for commission of misdemeanors.

Sec. 5. This Act shall take effect upon October 1, 1927.

Approved by the Governor June 6, 1927.



Project 633-B—Road 1—Mosquito Creek Bridge—Completed September, 1926.



Florida Highways

Published Monthly
Official Publication of the State Road Department

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RIGHT OF STATE UPHELD TO CONTROL HIGH- WAYS

Right of a State to regulate maximum loads to be carried by motor vehicles within the State over roads constructed with both State and Federal funds was upheld by the Supreme Court of the United States on April 18, 1927, in the decision rendered in the case of *Morris et al. v. Doby et al.*

Previous regulations of the State of Oregon required that motor trucks should not carry a combined maximum load exceeding 22,000 lbs. The Highway Commission, under authority of Oregon laws, reduced the maximum to 16,500 lbs. by an order, in which the Commission recited that the road was being damaged by heavier loads.

The plaintiffs filed a bill to enjoin enforcement of the order on the ground that it invades their Federal constitutional rights. Damage to the road, as found by the Highway Commission, was denied by the plaintiff, who contended that the reduction of the load limit would be unreasonable, arbitrary and discriminatory.

The allegation was made by the plaintiffs that they have been engaged in active competition with steam railroads * * * and charging rates of traffic which, unless the appellants can use trucks combined with loads of 22,000 lbs., will prevent their doing business except at a loss.

The court stated that the Acts of Congress disclose no provision, express or implied, by which there is withheld from the States its ordinary police power to conserve the highways in the interest of the public and to prescribe such reasonable regulations for their use as may be wise to prevent injury and damage to them.

In this connection it was said:

"In the absence of national legislation especially covering the subject of interstate commerce, the state may rightly prescribe uniform regulations of their use as may be wise to prevent injury and damage to them.

"In the absence of national legislation especially covering the subject of interstate commerce, the state may rightly prescribe uniform regulations adapted to promote safety upon its highways and the conservation of their use applicable alike to vehicles moving in interstate commerce and those of its own citizens."

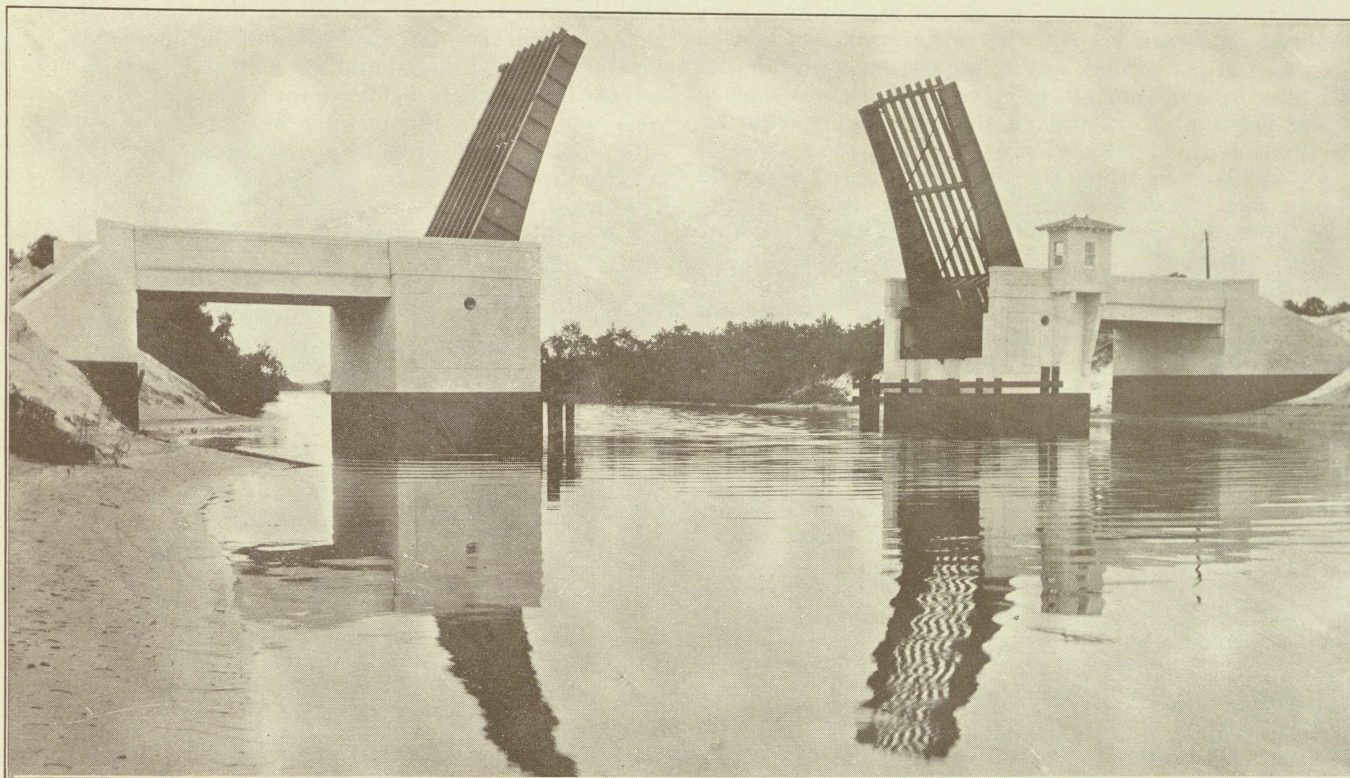
It was pointed out that the mere fact that a truck company may not make a profit unless it can use a truck with load weighing 22,000 or more pounds does not show that a regulation forbidding it is either discriminatory or unreasonable.

With regard to the allegation of impairment of obligation of contract it was said:

"Nor is there anything either in the Federal or State legislation to support the argument that the agreement between the National and State Governments requires that the weight of truck and load which was permitted by the state when the agreement was made binds the State contractually to continue such permission."

It was held that the regulation was neither so arbitrary or unreasonable as to defeat the useful purposes for which Congress made contribution to bettering the highway systems of the Union.

The decision of the lower courts was affirmed in refusing to grant an injunction against the carrying of the regulations into effect.—Highway Engineer and Contractor.



Project 641-B—Bridge over East Coast Canal—Road 4.

Good Roads, Progress and Prosperity

By J. W. RATEKIN,

Secretary of Hammond Chamber of Commerce, in Hammond Vindicator

GOOD ROADS are the foundation on which community and State progress and prosperity are to be erected. Without good roads the making of such progress as brings prosperity practically is prohibited; or if not that, then without paved roads and highways, there is a hindrance in the making of the former and attainment of the latter. All of Louisiana by experience of the past, as well as other sections of the South know this to be true. Hence, the general demand for improved paved roads, for highways to facilitate travel and transportation, and thus enable communities to grow and prosper, and likewise the State.

One of the great assets of any community and State is paved highways. They affect not only the health and comfort of the citizens in their radius, but have a powerful influence on those who live out of our own sphere, in attracting them to or through our section. Thousands of persons who tour the country annually, many of them prospecting or looking for a desirable future location, will not be attracted to any State or community which does not show self pride in the building of paved roads and highways.

Other Southern States that have set an example in paving their roads and highways are enjoying progress and faith in the future at their doors. This is notable in California, North Carolina and Florida. As one of the "good roads" boosters from Southern California said: "It seems that every ranch house has a paved road to its door."

This same man was surprised on a recent visit to Louisiana that the State did not have as many paved roads and highways as compared with the area of the

State. This is something that must be overcome in the near future if this wonderful State of Louisiana is to develop and progress in the manner which she is justly entitled to—agriculturally and industrially. This section of Louisiana should, without delay, have at least paved highways north and south and east and west across the State. It would result in the greatest development of agriculture and industries to be had.

A State without paved roads is not in the reel of development nor will it ever be until it has paved roads. It means no cost to the taxpayer, but an additional expense without them.

There is no argument in the world that can or has yet been established against paved roads and highways for progress. The man who opposes them is merely eking out his own existence in a most narrow-minded manner. This is a day of progress and advancement and your foot must be on the step of progress or you are certain to be left behind.

In the matter of paved roads and highway building, road building should be thoroughly practical, not merely sprinkling a little gravel on the roads in haphazard fashion and then call it complete. There should be careful planning and as careful attention to the details of good road building.

A recent former president of the Hammond Chamber of Commerce gave largely of both his time and means to advance the interests not only of his city and parish, but the State as well, by his advocacy at all times of good paved highways, knowing their value well, in promoting not only commerce and agriculture, and industries generally, but in all ways of human progress, not forgetting the social side of life. Many

of the remote rural sections of the State which have paved roads can keep in the van of progress and be as well acquainted as any other section with all that makes up the sum of the day's activities in science and music and art and all the little refinements required of this advanced age. A state-wide system of paved roads envisions for the future and this would in a short space of time result in this parish giving to the state highways such as do not exist in the State of Louisiana or its equal in any other State in the Union.

Let's plan for the future. Pave the roads and have highways that will be a credit to the entire South. The increase in property valuation far exceeds the cost. Let's go!—The Louisiana Highway Magazine.

U. S. CIVIL SERVICE EXAMINATION

The United States Civil Service Commission announces the following open competitive examination:

Associate Highway Bridge Engineer

Applications for associate highway bridge engineer must be on file with the Civil Service Commission at Washington, D. C., not later than July 5.

The examination is to fill vacancies in the Bureau of Public Roads, Department of Agriculture, for duty in Washington, D. C., or in the field, and in positions requiring similar qualifications.

The entrance salary is \$3,000 a year. A probationary period of six months is required; advancement after that depends upon individual efficiency, increased usefulness, and the occurrence of vacancies in higher positions.

The duties involve superintending the construction of bridges of various types throughout the United States, and cooperating with State highway departments in connection with the provisions of the Fed-

eral highway act. In addition, the duties of appointees will be the inspection of bridges and investigation of bridge-building material, and giving advice in regard to bridge improvement. The work also will include the making of surveys of bridge sites, design and preparation of plans for bridges, and the review of such plans and specifications.

Competitors will not be required to report for examination at any place, but will be rated on their education, training, and experience.

Full information may be obtained from the United States Civil Service Commission, Washington, D. C., or the secretary of the board of U. S. civil service examiners at the post office or customhouse in any city.

Spoiling a Jane

Elmer, thirteen, was puzzled over the girl problem and discussed it with his pal, Joe.

"I've walked to school with her three times," he told Joe, "and carried her books. I bought her ice cream sodas twicet. Now, do you think I ought to kiss her?"

"Naw, you don't need to," Joe decided after a moment of deep thought. "You've done enough for that girl already."—Capper's Weekly.

Described

"Have you seen Norah's new evening frock?"

"No—what does it look like?"

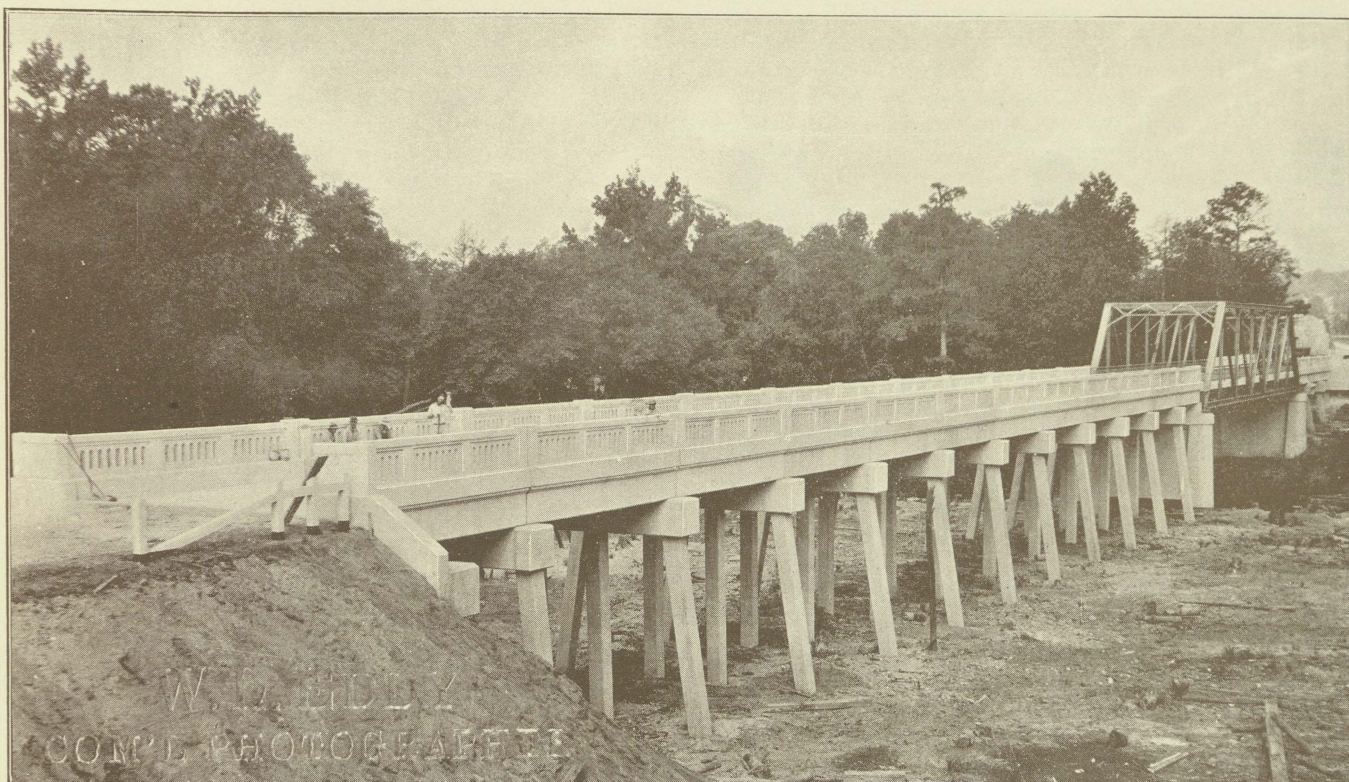
"Well, in many places it's very like Norah."—London Evening News.

Garden Hints

The best way to tell the vegetables from the weeds is to watch your neighbor's chickens.—J. S., in Alabama Highways.



Project 41—Dade County Road 4—Sheet Asphalt.



Chipola River Bridge, just East of Marianna—Road 1.

Conner's Highway Purchase Act

AN ACT to Provide for the Purchase by the State of Florida of that Certain Privately Owned Toll Highway Extending from Parrott Avenue in Okeechobee County in a Southeasterly Direction Along the Shores of Lake Okeechobee to Canal Point in Palm Beach County, and thence Along the Palm Beach Canal to Twenty Mile Bend in Palm Beach County, Commonly Called "Conner's Highway," in the State of Florida; and to Provide for the Appointment of a Commission to Negotiate for the Purchase of said Highway; and to Make Appropriations for the Payment of said Conner's Highway, in the Event Same is Purchased by the State of Florida.

Be It Enacted by the Legislature of the State of Florida:

Section 1. That there be and is hereby created a Commission of three persons to be known as the Conner's Highway Commission. The personnel of said Commission, all of whom shall be members of the State Road Department, shall be appointed, within fifteen days after this Act becomes a law, by the Governor of the State of Florida.

Sec. 2. That said Commission shall negotiate for the purchase, by the State of Florida, for the free use of the public, of that certain privately owned toll highway extending from Parrott Avenue in Okeechobee County, Florida, in a southeasterly direction along the shores of Lake Okeechobee to Canal Point in Palm Beach County, Florida, and thence along the Palm Beach Canal to Twenty Mile Bend in Palm Beach County, commonly called the "Conner's Highway" at the price the Board of Engineers, hereinafter provided for, shall certify, as hereinafter pro-

vided, that it would cost the State of Florida to reproduce said Highway at prevailing prices as now constructed, giving due consideration to the present condition of said Highway.

Sec. 3. That within thirty days after this Act becomes a law, the State Road Department shall designate one engineer, the owner or owners of said Conner's Highway shall designate one engineer and the Governor of the State of Florida shall designate a third engineer, the said three engineers so designated shall be known as a Board of Engineers for the purposes of this Act; and, within sixty days after the designation of all of said engineers of said Board of Engineers, said Board shall make a survey and examination of said Conner's Highway and prepare and file with the State Road Department of the State of Florida, and with said Conner's Highway Commission, and with the Comptroller of the State of Florida, verified triplicate detailed statements, certifying, in their judgment, an estimate of what it would cost the State of Florida to reproduce, at prevailing prices, said Highway as now constructed, giving due consideration to the present condition of said Highway. If said engineers shall fail to agree in this respect, the agreement of any two of said engineers shall, for the purpose of this Act, be considered the report of said Board of Engineers.

Sec. 4. That said Commission shall, in the name of the State of Florida, within sixty days after said Board of Engineers has reported its estimate as provided in the preceding Section, offer, on the terms as set forth in the following Section, to the owner or owners of said Conner's Highway for said Highway the sum so fixed and reported by said Board of Engi-



Project 608—Road 4—North of Melbourne.

neers as the estimate of what it would cost the State of Florida to reproduce at prevailing prices, said Highway as now constructed, but said Commission shall in no event offer a greater sum for said Highway than the sum so fixed by said Board of Engineers; and in the event the owner or owners of said Highway shall accept said offer of said Commission, said Commission shall immediately make report thereof to the State Road Department of the State of Florida, and to the Comptroller of the State of Florida, stating the amount agreed on; and thereupon said Comptroller, as payment for said Highway, shall, upon proper transfer of said Highway to the State of Florida by good and sufficient deed to be approved by the Attorney General of the State, draw and deliver to the proper party or parties his warrant, payable to the proper party or parties and his, its or their assigns, against any funds in the State Treasury set aside for the use of the State Road Department, or its successor, in constructing roads and highways in the State of Florida, for One Hundred Thousand Dollars, on said purchase price; and on the first day of February, 1928, said Comptroller shall draw and deliver to the proper party or parties a second warrant on said purchase price, against said fund above mentioned, payable to the proper party or parties and his, its, or their assigns, for One Hundred Thousand Dollars, plus interest on said sum at not to exceed five per centum per annum from the date of said first warrant to the date of said second warrant; and on the first day of February, 1929, said Comptroller shall draw and deliver to the proper party or parties a third warrant on said purchase price, against said fund above mentioned, payable to the proper party or parties and his, its, or their assigns, for Three Hundred Thousand Dollars, plus interest on said sum at not to exceed five per centum per annum from

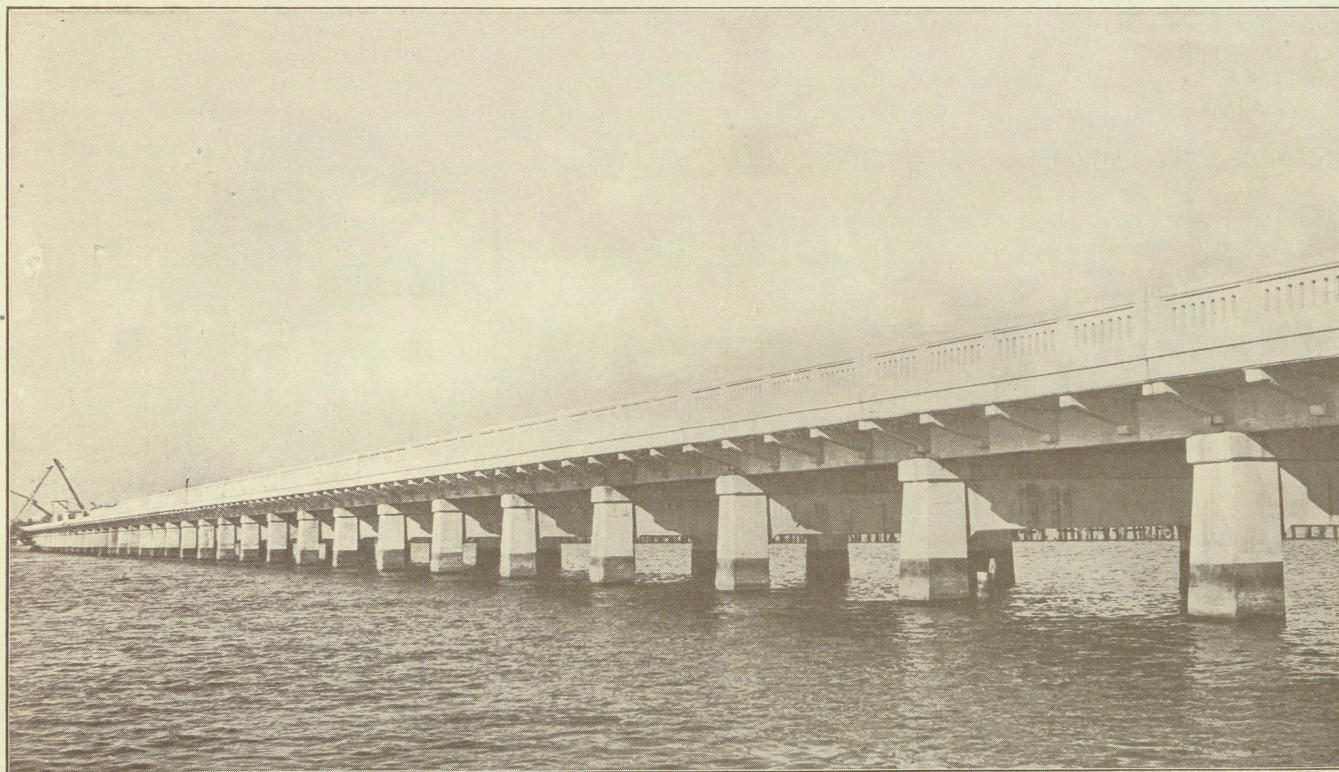
the date of said first warrant issued hereunder to the date of said third warrant; and on the first day of February, 1930, said Comptroller shall draw and deliver to the proper party or parties a fourth warrant on said purchase price, against said fund above mentioned, payable to the proper party or parties, and his, its, or their assigns, for one-third of the whole sum then remaining unpaid on the purchase price of said Highway, plus interest on said sum at not to exceed five per centum per annum from the date of said first warrant issued hereunder to the date of said fourth warrant; and on the first day of February, 1931, said Comptroller shall draw and deliver to the proper party or parties a fifth warrant on said purchase price, against said fund above mentioned payable to the proper party or parties, and his, its or their assigns, for one-half of the whole sum then remaining unpaid on the purchase price of said Highway plus interest on said sum at not to exceed five per centum per annum from the date of said first warrant issued hereunder to the date of said fifth warrant; and on the first day of February, 1932, said Comptroller shall draw and deliver to the proper party or parties, a sixth warrant, against said fund above mentioned, payable to the proper party or parties, and his, its or their assigns, for the remainder unpaid on the purchase price of said Highway plus interest on said sum at not to exceed five per centum per annum from the date of said first warrant issued hereunder to the date of said sixth and last warrant; and the Treasurer of the State of Florida shall pay said warrants, each and every, when issued, as hereinbefore provided, out of any funds in the State Treasury set aside for the use of the State Road Department, or its successor, for the construction or maintenance of roads and highways in the State of Florida; and a sum of money sufficient to pay said

first named warrant, above mentioned, be and is hereby appropriated out of any funds now or hereafter in the State Treasury set aside during the year of 1927 for the use of the State Road Department, or its successors, for the construction or maintenance of roads and highways in the State of Florida; and a sum of money sufficient to pay said second named warrant, above mentioned, be and is hereby appropriated out of any funds in the State Treasury, set aside during the year of 1928 for the use of the State Road Department, or its successor, for the construction or maintenance of roads and highways in the State of Florida; and a sum of money sufficient to pay said third named warrant above mentioned, be and is hereby appropriated out of any funds in the State Treasury set aside during the year of 1929 for the use of the State Road Department, or its successor, for the construction or maintenance of roads and highways in the State of Florida; and a sum of money sufficient to pay said fourth named warrant, above mentioned, be and is hereby appropriated out of any funds in the State Treasury set aside during the year of 1930 for the use of the State Road Department, or its successors, for the construction or maintenance of roads and highways in the State of Florida; and a sum of money sufficient to pay said fifth named warrant, above mentioned, be and is hereby appropriated out of any funds in the State Treasury set aside during the year of 1931 for the use of the State Road Department, or its successors, for the construction or maintenance of roads and highways in the State of Florida; and a sum of money sufficient to pay said sixth named warrant, above mentioned, be and is hereby appropriated out of any funds in the State Treasury set aside during the year of 1932, for the use of the State Road Department, or its successors, for the construction or maintenance of roads and highways in the State of Florida.

Sec. 5. That any sum or sums of money to become due for the purchase of said Highway by the State of Florida to the owners of said Highway at the time of the transfer of said property to the State of Florida may be assigned to any person, firm or corporation, by instrument in writing duly signed, sealed and acknowledged by the party or parties entitled to the funds hereby appropriated for the purchase of said "Conner's Highway"; and upon proper instrument of assignment being filed with the Comptroller of the State of Florida and approved by the Attorney General of the State of Florida, said Comptroller is hereby authorized and empowered to make said warrants, or any one of them, payable to the assignee thereof and deliver such warrant or warrants so assigned to said assignee instead of to the party or parties from whom the State of Florida purchased said Highway, and, in such event, the amount of said warrant or warrants, shall be paid to such assigns in the same manner and at the same times as would otherwise be payable to the party or parties to whom originally payable.

Sec. 6. That in the event said Conner's Highway is acquired by the State of Florida by purchase, as hereinbefore provided, the same shall immediately become a part of the State Highway system of the State of Florida, and shall be given its proper highway number by the State Road Department, and shall henceforth be maintained by the State Road Department; but said Highway, or any part thereof, shall not be rebuilt prior to the completion of the highways designated first and second preferential highways under Chapter 10269, Acts of 1925, from funds set aside for the use of the State Road Department, and in no event, shall said Highway be rebuilt until subsequent Legislative action, designating said Highway as a preferential road, shall be had.

Sec. 7. That the members of the said Commission



New Concrete Bridge Over Manatee River Between Palmetto and Bradenton.

shall serve without compensation but they shall be entitled to receive their actual traveling and hotel expenses when away from their places of residence in connection with their duties as members of said Commission, and a sum sufficient to defray said expenses is hereby appropriated out of any money now or hereafter in the State Treasury set aside for the use of the State Road Department for the construction or maintenance of roads and highways in the State of Florida, and shall be paid, upon vouchers approved by the State Road Department, by warrants drawn by the Comptroller upon the State Treasury.

Sec. 8. That the sum of Three Thousand Dollars or so much thereof as may be necessary, be and is hereby appropriated out of any money now or hereafter in the State Treasury set aside for the use of the State Road Department for the construction or maintenance of roads and highways in the State of Florida, for the purpose of paying the Board of Engineers herein created, for any services rendered in the survey and examination of said Conner's Highway and in the preparation of their report and estimate, as hereinabove provided, and shall be paid, upon vouchers approved by said Conner's Highway Commission, by warrants drawn by the Comptroller upon the State Treasury.

Sec. 9. If any section, provision, sentence, clause, or phrase of this Act, is for any reason, held unconstitutional, such decision shall not affect the validity of the remaining portions of this Act.

Sec. 10. That all laws and parts of laws in conflict herewith be and the same are hereby repealed.

Sec. 11. This Act shall take effect immediately on its becoming a law.

Approved May 25, 1927.

MORE SPACE FOR NEXT ROAD SHOW

\$2,000,000 Addition to Cleveland Public Auditorium at Cleveland, Ohio

Work is progressing rapidly on the \$2,000,000 addition to the Cleveland Public Auditorium where the Convention and Road Show of the American Road Builders' Association will be held next January.

The size of the present structure is approximately 200 ft. by 500 ft. and is located in the center of the block between St. Clair and Lakeside avenues. The addition to each end of the present structure will make the Public Hall one block long. This will provide about 45 per cent more exhibition space than the Association had at the Coliseum in Chicago.

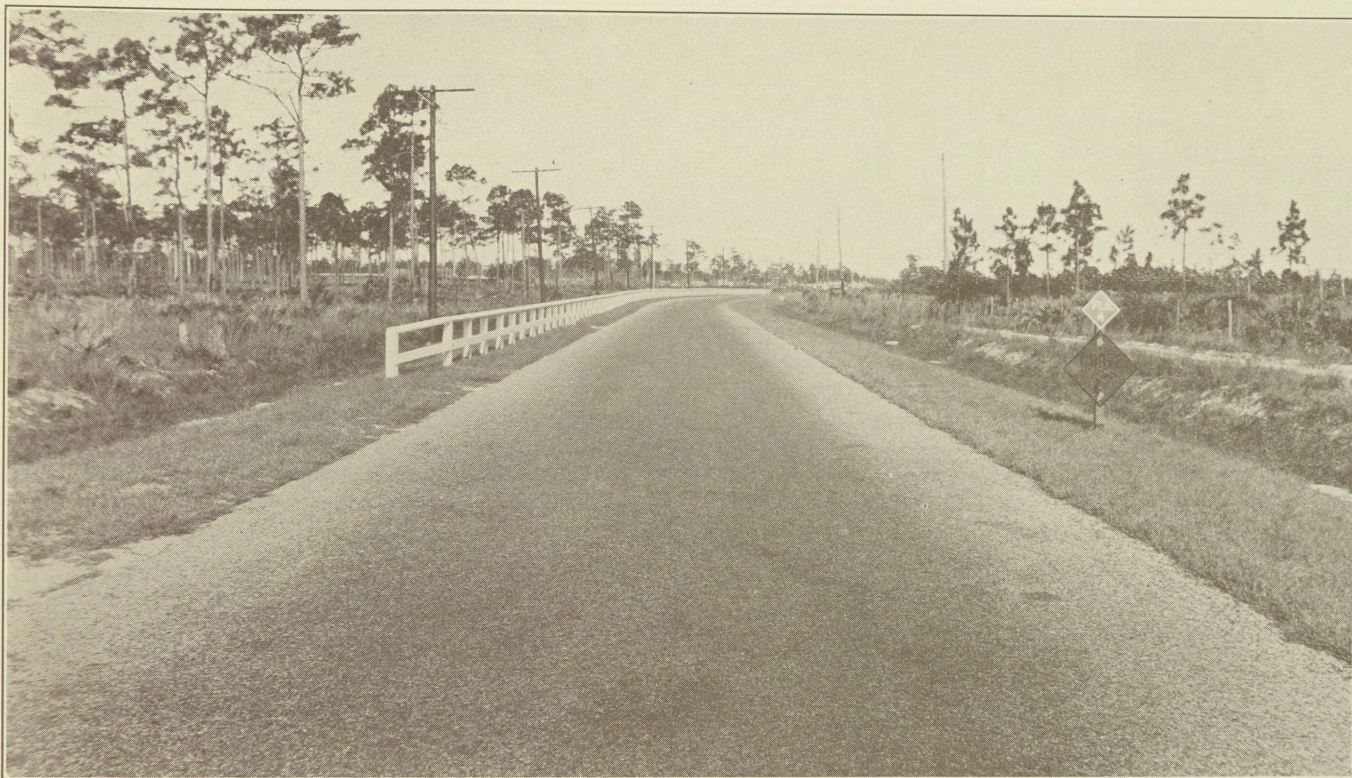
The addition to the north end will be used to house conventions, etc., not large enough to warrant the use of the main building while the addition to the south will be used for small theater groups.

The general contract for this work was let to the Hunkin-Conkey Construction Company of Cleveland at a cost of approximately \$2,000,000. The excavation was sub-let to Frank J. Smith, also of Cleveland at a cost of approximately \$40,000. Sixteen hours after the contract was signed Smith had his Osgood Shovel on the job and in operation.—Dixie Contractor.

Florida is now receiving from its gasoline tax and the license tax from automobiles \$11,000,000 a year, which the State is spending upon highways in addition to the millions that are being spent by counties; and to the everlasting credit of the State officials, a gasoline tax of \$8,000,000 is collected at a cost of only \$6,000. Florida has no bonded indebtedness.—Richard H. Edmonds.



F. A. Project 40-D—Road D—Brevard County.



Project 40-E—Road 4 —North of Titusville.

Activities of the Louisiana Highway Commission During the Flood

IT IS practically impossible, at this time, to correctly enumerate the various agencies and their personnel—State, Federal and local—organized and set in motion throughout Louisiana for the prevention of crevasses, the maintenance of highways, the relief of the sufferers and the saving of life and property. It was realized weeks ago that unusual conditions prevailed throughout the Mississippi Valley and that flood waters from thirty States of the Union must reach the Gulf of Mexico. It was also realized that this tremendous volume of water must pass through the State of Louisiana, via the Mississippi River and its tributaries in this State, before it could possibly reach the Gulf. The people at once seemed to grasp the fact that the worst flood in the history of the great valley was rushing this way. They knew that Louisiana could not escape without some damage. Therefore they prepared, as best they could, to meet the emergency and to lessen the damage as much as possible.

In a word, it seems every thoughtful human being realized that there was a tremendous task ahead; that men and women would be called on to exert themselves to the utmost in order to avoid disaster. Many enthusiastically volunteered their services and aided in the glorious work. They served nobly and unselfishly. With this statement it might seem wise to end this article. But not so. The record of the 1927 flood would not be complete if we failed to record the activities of the Louisiana Highway Commission during the strenuous period.

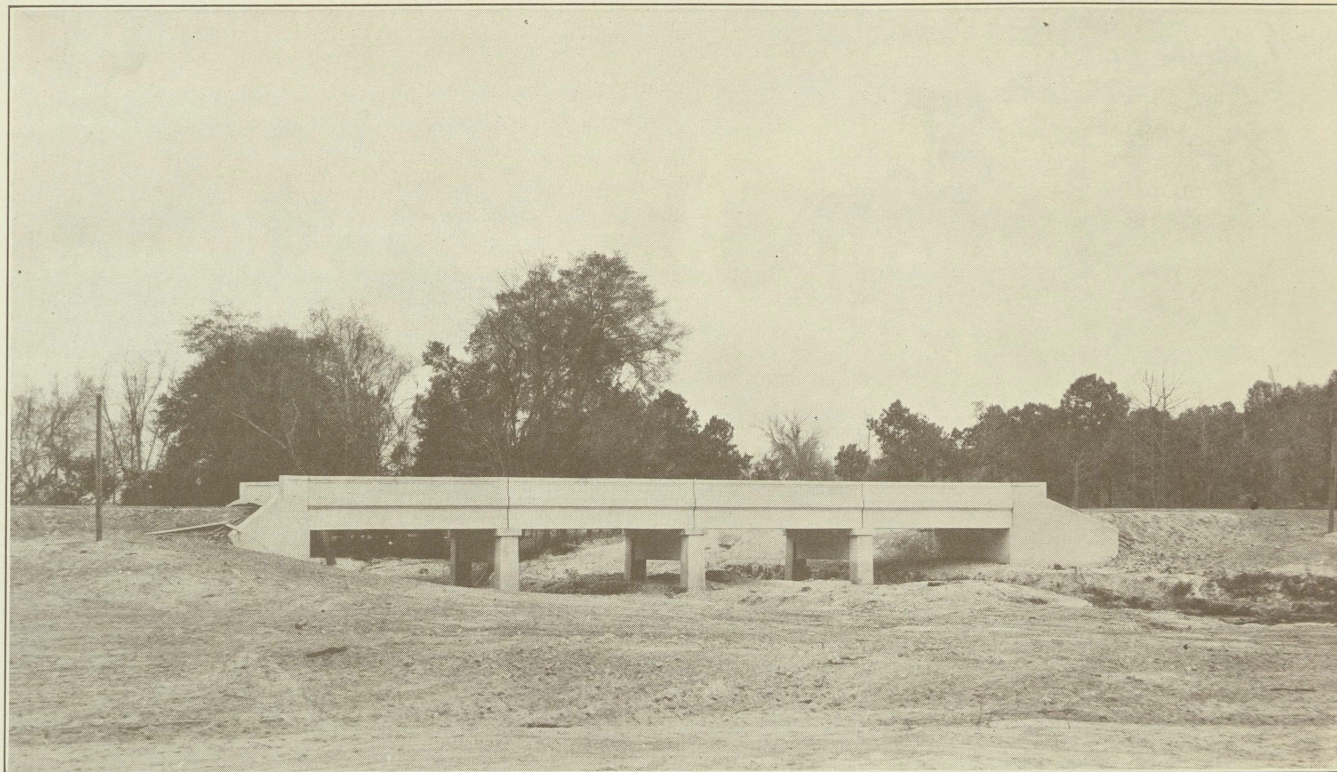
Days and days before the disastrous break in the levee at "Cabin Teele," Major Frank T. Payne, Chairman of the Louisiana Highway Com-

mission, issued instructions to the effect that every bit of human energy must be expended in an effort to "save the levees" and prevent the sacrifice of human life. His instructions were that if disaster comes, save the people and prevent the loss of stock and other property. The paramount consideration was to save human life and to spare no effort accomplishing this purpose.

Due primarily to the splendid system of highways radiating in all directions throughout the State, and to the enthusiastic desire of every one connected with the Highway Department to carry out to the letter the humane instructions of their chief, it was possible to respond quickly to the call of those menaced by the flood waters.

The highways, so absolutely necessary in order to convey men and materials to threatened sectors, were maintained up to standard at all times until actually covered with flood waters. They were passable until the water was too deep to permit motor vehicles passing over. The highways were filled with vehicles rushing here and there—wherever needed—carrying men and materials to "weak" spots along the embankments.

The men seemed never to tire in their efforts. They worked long hours—far into the night, frequently—and were ready for duty early next morning. From the engineer or superintendent in charge to the humblest laborer in the ranks, the entire personnel of the Highway Department did their dead level best to "save the levees" and the helpless people. The color of the individual or group in danger made not the slightest difference. They responded to the call of the humblest negro as quickly as they did to the



Project 633—Road 1—Mosquito Creek—Gadsden County.

cry of the more fortunate white person. These splendid men had the satisfaction of knowing that their efforts were rewarded and aided materially in maintaining the long line of levees and in rescuing the helpless from their perilous positions in tree tops, on the roofs of floating houses and along the endangered levees, after the crevasses developed.

Some conception of the magnitude of the tremendous task undertaken by these "highwaymen" may be gained from the fact that they were actively engaged along a stretch of levees measuring nearly one thousand miles, both sides of the Mississippi River, from the Arkansas line to the Gulf of Mexico. In addition to this lengthy line of levees, hundreds of miles of levees on the Ouachita, the Black, the Tensas, Little River, the Red, the Atchafalaya, Bayou des Glaises and other streams demanded constant attention. Possibly fifteen hundred miles of levees were inspected daily, not only by men from the Highway Commission, but from State and Federal authorities. Close watch was maintained, day and night, and whenever and wherever weak spots developed, men and materials were rushed to the threatened spot and efficient service rendered. The splendid highways along the levees of the State were maintained up to standard just as long as it was humanly possible for men and materials to be distributed and used effectively.

It was a gallant fight. The faithful men who worked so unselfishly and so loyally, from Maintenance Engineer W. F. Cooper and his able assistant, Engineer John Mundinger, all the way down the line to the "water boy," merit unstinted praise.

These faithful employees worked earnestly and efficiently, realizing that if the splendid highways were destroyed, it would require a tremendous expenditure of money and effort to rehabilitate them. That may have been a purely selfish view, but it was not the

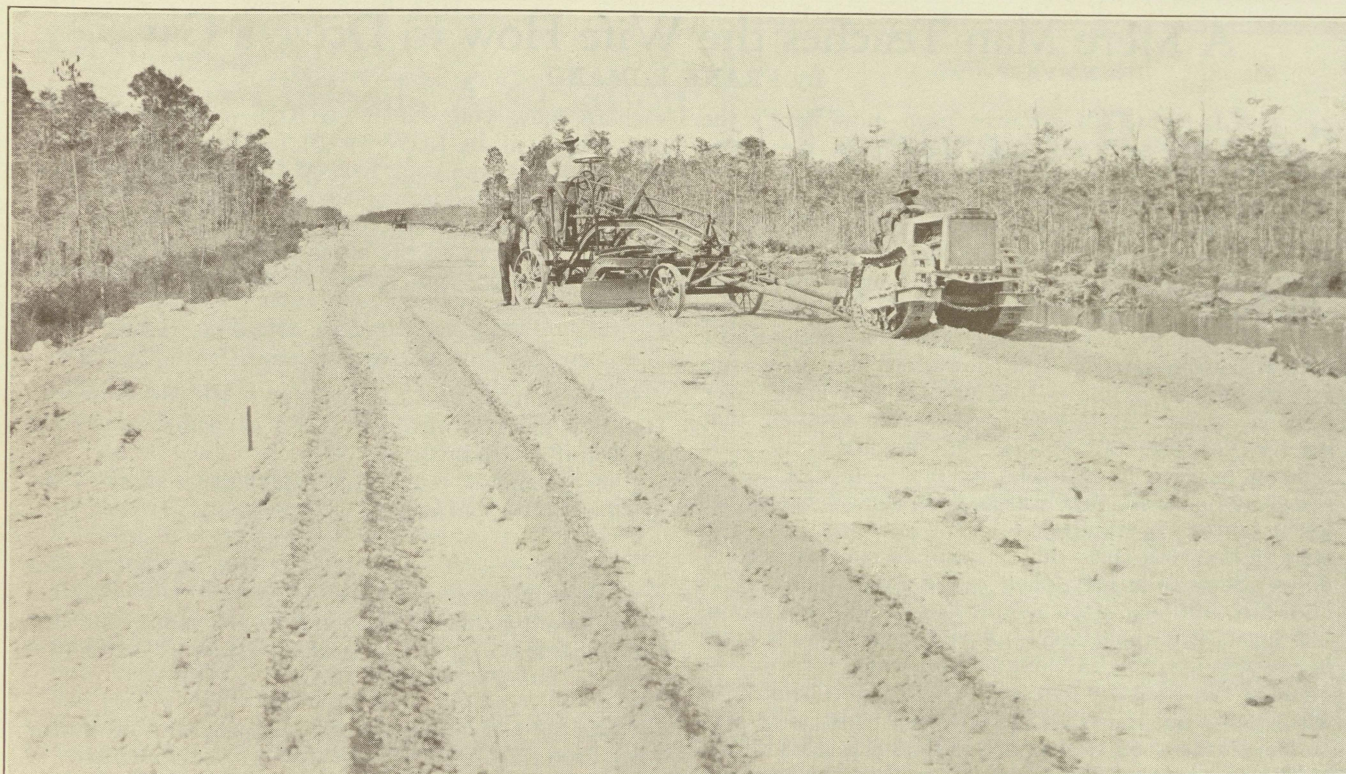
only motive which inspired them. They realized that should the levees break it not only meant the literal annihilation of the improved highways immediately in the vicinity of the crevasse, but it meant the possible loss of life and the certain destruction of an appalling amount of real and personal property.

Naturally — inevitably — all flooded agricultural areas will develop complete and permanent losses, since there can be no adequate reparation for destroyed crops and live stock and buildings. Unfortunately, there is very little salvage in floods. In such instances the loss is practically total.

These men realized, also, that there seldom is little left of graveled highways after a flood, road dumps as well as the surfacing usually disappearing under the dissolving influence of rushing waters, especially when the flood continues over an extended period.

To be more specific, Louisiana's highway damage will be severe. The Dixie Overland highway, for approximately seventy miles between Vicksburg (Miss.) and Monroe, was out of commission east of the Ouachita River; the Lone Star Route, running from the Arkansas line, in Moorehouse parish, almost to Lake Charles, is damaged in many places; the Jefferson Highway, from a point north of Coushatta to Melville, is more or less severely damaged; the splendid highway from north of Lake Providence to Vidalia — almost parallel to the Mississippi River, was seriously damaged. The highways radiating out of Monroe to various town and communities in that section of the State were flooded, as were many of the highways in other localities. It is certain that many of the roads in South Louisiana will be damaged considerably. In places bridges have been washed out and gullies cut in the roadway.

Damage expressed in dollars undoubtedly will run into seven figures. The actual extent of the damage cannot be approximately estimated until the flood



Project 669-V—Collier County—Road 27 (Tamiami Trail).

waters subside and a thorough inspection made of the affected highways. The destroyed thoroughfares will have to be rebuilt as promptly as possible. The splendid highways of Louisiana have become too necessary to the people of Louisiana to permit their neglect now. The emergency must and will be met bravely and successfully and the highways reconstructed in spite of the greatest flood which ever swept over such an extensive area of the State. Neither the Highway Commissioners nor the personnel of the departments are dismayed. They deplore the calamity which caused such widespread damage, but are determined to take up the tangled threads where the remorseless waters left them and go ahead, achieving and accomplishing bigger and better things.

All this splendid work was done under the direct instructions of Governor Simpson, who not only kept in close touch with every phase of the great fight, but personally visited practically every locality where trouble developed, and actually labored with those in distress.

The names of the district superintendents, with the equipment operated in the work of maintaining the levees and rescuing the imperiled, as furnished by the Maintenance Department, is given herewith. In practically every district there were two shifts, working twelve hours each—the work never ceasing. Mechanics were always at hand, ready to repair any motor vehicle and keep the machines working. Many of the men slept and took their meals near the point of operations, so as to be close by if an emergency required their presence. The report up to and including May 21, 1927, is as follows:

First District—Moise Conrad, superintendent. Parishes—St. John, St. Charles, Jefferson, Orleans, St. Bernard and Plaquemines. East Side of River. 56 men, 14 trucks, 2 tractors, 4 automobiles.

Second District—C. V. Bourgeois, superintendent. Parishes—St. James, St. Charles, Jefferson and Pla-

quemines. West side of River. 67 men, 15 trucks, 5 tractors, 2 automobiles.

Third District—R. S. McCormick, superintendent. Parishes—Assumption, Lafourche and Terrebonne, and east side of St. Mary. 102 men, 22 trucks, 7 tractors, 2 automobiles.

Fourth District—J. E. Verrett, superintendent. Parishes—Part of St. Martin, part of St. Mary, part of Iberia. 41 men, 9 trucks, 4 tractors, 3 automobiles.

Fifth District—C. R. Carver, superintendent. Parishes—St. Landry, part of St. Martin, part of Lafayette. 68 men, 19 trucks, 4 tractors, 4 automobiles.

Eighth District—S. G. Cooper, superintendent. Parishes—East Baton Rouge and east side of Ascension, Iberville and St. James. 110 men, 33 trucks, 10 tractors, 3 automobiles.

Ninth District—Fee Lockhart, superintendent. Parishes—Pointe Coupee, West Baton Rouge, west side of Ascension and Iberville. 114 men, 42 trucks, 5 tractors, 9 automobiles.

Tenth District—Sam Broida, superintendent. Parishes—Avoyelles and Rapides. 76 men, 18 trucks, 6 tractors, 3 automobiles.

Eleventh District—W. S. LaCroix, superintendent. Parishes—Grant, LaSalle, Natchitoches and Winn. 81 men, 19 trucks, 8 tractors, 2 automobiles.

Twelfth District—E. W. Carver, superintendent. Parishes—E. Carroll, Madison, Tensas, Catahoula and Concordia. 73 men, 21 trucks, 2 tractors, 3 automobiles.

Thirteenth District—J. M. Semmes, superintendent. Parishes—West Carroll, Richland, Franklin, Caldwell and Ouachita. 85 men, 19 trucks, 8 tractors, 4 automobiles.

Fifteenth District—Geo. J. Bailey, superintendent. Parishes—Bossier, DeSoto, Red River and part of Caddo. 43 men, 14 trucks, 2 tractors, 2 automobiles.

Summary—Twelve superintendents, 916 men, 245 trucks, 63 tractors, 41 automobiles.—The Louisiana Highway Magazine.

A Mere Man Teaches the Wife How to Drive a Car

By FRANK ROMANO

“ALL right, I’ll get over now—now here’s the gear shift, see—wait, don’t jerk it—I was merely showing it to you—wait till I get through, will you please?—see—here’s low, don’t turn that switch on—turn it off—TURN IT OFF! oh, h—l, turn ’em BOTH off—the lights, too, turn off the light—the LIGHTS!—now keep your hands to yourself till I get through explaining—this thing here is the gear shift—the GEAR shift—don’t SHOVE it—see, here’s low, now over here is second and right back is high—low, second and high—over here is reverse—now, over—take your foot off that starter, yes, the starter—no, you shouldn’t put your foot on it, keep it off—take it OFF!—now, I’ve got the car in neutral, that’s here, see—always remember when the car is standing idle to—now, why did you turn that switch on?—do you want to run the battery down? Some folks leave their car in gear when they’re on a hill, but that’s too complicated to explain now—I’ll teach you that later—all right, now, we’ll start here—yes, step on the starter, no, wait, turn on the switch, the switch—the other one, turn the light off—OFF—no, the OTHER one—all right, now step on the starter—on the starter—ON THE STARTER—For the love o’ Mike, don’t you know where the starter is yet? Well, you SHOULD’N’T step on it, when—aw, heck—go ahead now, and step on—ah, that’s it, now give it the gas—the gas—give it the gas, give it—oh, why didn’t you give it the gas?—All right, don’t cry about it—we’ll start over again—first, the starter, then the gas, remember, starter, gas—All right—now step on the star—whoa, that’s plenty, that’s plenty, gas, gas, gas, give it the GAS—whoa—oh,—huh?—I know you’re not a horse—oh, go ahead and do it yourself, I’ll keep still, go ahead

—there, now you did it—GOOD—FINE—GREAT now, throw it in LOW—well, for the love o’ Pete, what did you take your foot off the gas for?—Oooooo oooooh deeeeeeeeeee laaaaaaaaay eeeeeeee ooooooooh —here, here, don’t cry, don’t cry, there, there, aw, I’ve got to hurry to the office now, honey, but don’t worry, we’ll come out tomorrow and try again, there —there—”

Pre-War Stuff

“Can you help me with my arithmetic lesson, Daddy? The first problem is: ‘A carpenter was paid three dollars a day and’ ”—

“That sounds more like ancient history than arithmetic.”—Outlook.

The Japanese Government has laid out a ten-year road construction program in which the Federal Government provides one-third of the money needed for construction and the local government units provide the balance of the cost.

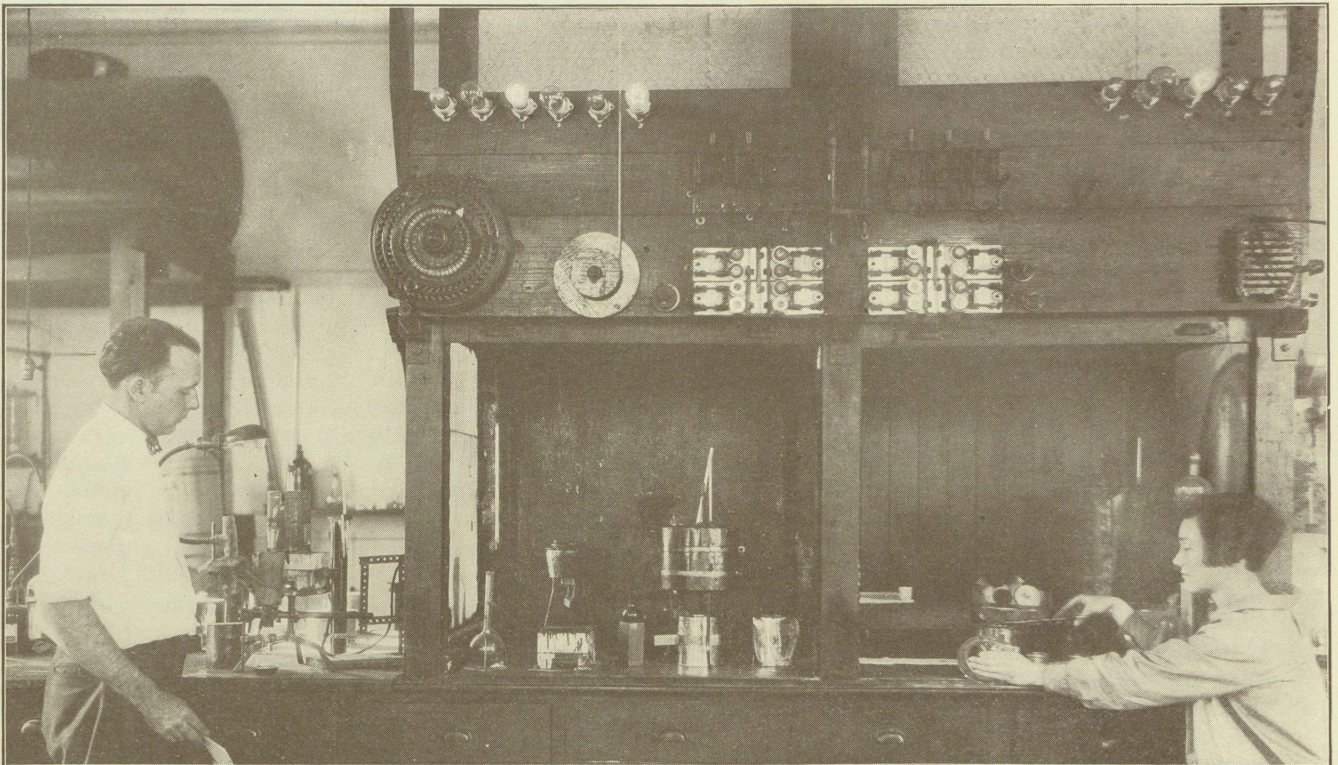
Cuba is just entering upon a program of motor road building which calls for an expenditure of \$9,000,000 annually.

“We have a new home.”

“Well, when did all this happen?”

“This vacation. You see Mother brought the loveliest doorknob from Europe so we built the house to go around it.”—California Pelican.

Large white crosses will hereafter mark the spots on Ohio highways wherever fatal accidents have occurred.



Testing Laboratory at Gainesville.

County Highway Officials Association

Washington.—The speedy and economical marketing of farm produce will be one of the cardinal objectives of a new national organization of county highway officials meeting here on June 17th. The new association, organized as a division of the American Road Builders' Association, will endeavor to stimulate and standardize local road construction throughout the United States, thereby saving millions of dollars in highway taxes and providing an efficient transportation system for the rural populace.

The meeting will be the first of a national organization to be known as the County Highway Officials Association. A president, regional vice-presidents, and a board of directors will be elected to take office immediately. One of their principal immediate functions will be the arrangement of a program for a County Officials Day in connection with the annual convention of the American Road Builders' Association scheduled for Cleveland the week of January 9th, 1928. Road builders from all sections of North, South and Central America will attend the latter meeting, the registration at which will exceed 30,000.

The County Highway Officials Association fills a need of long standing in highway circles of the country. Necessity for standardization of road building and finance and maintenance methods in local communities is very great, officials stated today. "Approximately \$600,000,000 is expended each year on local roads, with no uniform code governing the methods under which this enormous sum is distributed. Various committees to be created by the new organization will unquestionably reduce great losses experienced in the past from faulty engineering, and

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at the same time produce a larger and more efficient system of secondary roads. These committees will report at the Annual Road Builders' Convention."

A Cafeteria Hotel

"Did you bring home a remembrance of the trip?"

"Yes, I brought home a towel, a bath rug, a thermos bottle, a rocker, and a twin bed."

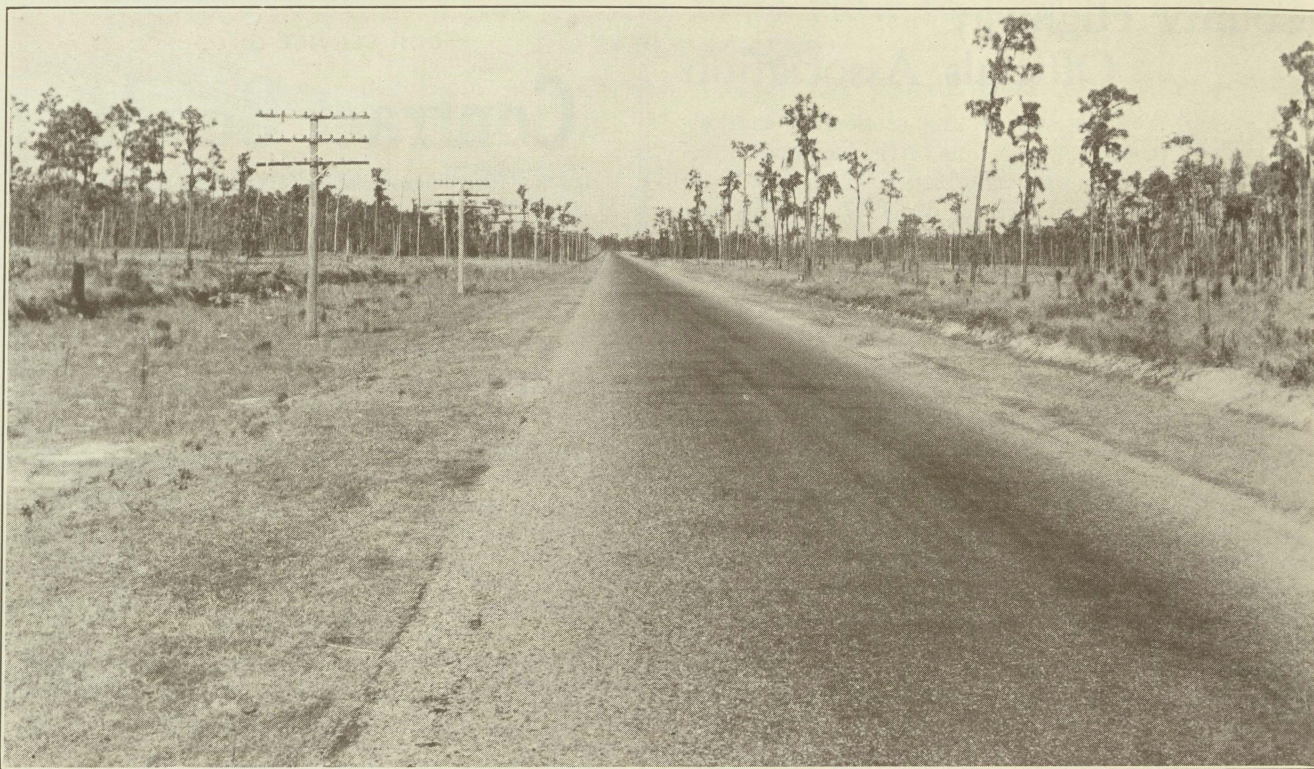
"Evidently you took a room at a hotel."

"No, I tried it, but I couldn't get away with it."—U. of S. Calif. Wampus.

Contracts for a paved road across Cuba 705 miles long have been let by the Cuban government. This road is to be twenty and two-thirds feet wide with six-foot shoulders the entire length. One of the means of financing this highway is a gasoline tax of ten cents per gallon.—Nebraska Highways.



Project 529—Road 1—Concrete Pavement Under Construction.



Project 544—Road 5—Pasco County—Lime Rock Base, Surface Treated.

Road Four --- St. Johns and Flagler Counties

The following is a recent bulletin of the Florida State Chamber of Commerce:

Laying of concrete of State Road No. 4, the Dixie Highway, between St. Augustine and the Duval County line, has reached the stage where the construction forces have only three more miles to go before joining the completed road from Jacksonville, and it should be opened to traffic within the next four or five weeks, according to the Florida State Chamber of Commerce. Duval County, many years ago, completed the highway between Jacksonville and the St. Johns County line and the construction forces which have been building north from St. Augustine have been breaking all records in concrete road building to complete the St. Johns section.

The new highway between Jacksonville and St.

Augustine follows the old route out of Jacksonville to a point about three miles south of Bayard, where it swung to the east away from the tracks of the Florida East Coast Railway. The St. Johns County section follows a new route paralleling the railroad from St. Augustine to the Duval section below Bayard and decreasing the distance several miles.

South of St. Augustine the new road between that city and Bunnell, which will save approximately twenty miles over the old route via Hastings and East Palatka, also is nearing completion. The grading contract has been completed and surfacing southward from St. Augustine has reached Pellicer Creek, within twelve miles of Bunnell.

The new construction between Bunnell and Jacksonville, when completed, will reduce the distance between Jacksonville and Daytona Beach to considerably less than 100 miles.

Evasions Unsuccessful

There was once a young couple named Slightham,
Who were afraid that disease germs would bite 'em,

They ate an apple a day
To keep the doctor away,
But he came and brought twins just to spite 'em.
—Book of Smiles.

Not Guilty

Cop—Who was driving when you hit that car?
Drunk (triumphantly)—None of us; we was all
on th' back seat.—Virginia Reel.

The banks seem to see nothing but the onus in
bonus.—El Paso Times.

Georgia has abandoned the use of the term "detour" to mark, or indicate, a road for temporary use by traffic while the main road is under construction. "Temporary Road" is the substitute which will hereafter mark all roads used for traffic while main roads are under construction.

Georgia will spend \$8,000,000 this year to complete the paving of three main trans-state highways. Under the program adopted Georgia will have a system of 3,000 miles of hard-surfaced highways in six years.—Nebraska Highways.

Corned-beef is a wonderful dish. It contains no corn, and in some parts of the world it is horse.—Ex.

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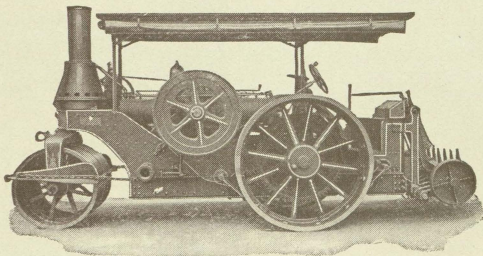
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Magnets Clear Roads of Nails

PROFITING by the success of other States in cleaning their roads of nails, tacks, and bits of iron and steel, the maintenance engineer of the Nevada State Highway Department set out to rid the Nevada roads of these hazards to safe and happy automobile driving. Two 22-inch lifting magnets were suspended between the front and rear wheels of the 5-ton truck with their faces raised 5 inches above the surface of the roadway. Magnetizing current was supplied to the magnets by a 5-kilowatt direct-current generator driven by a gasoline engine, the engine and generator being mounted as a unit in the truck.

This outfit was first given a tryout over an old railway grade which is being used temporarily as a highway between Reno and Lovelock. Maintenance operations on this grade had caused the track spikes to come to the surface, thereby continually causing punctures and ruining automobile tires.

In one round-trip on this hundred-mile section, 1,370 pounds of nails, spikes, and scrap iron were picked up. An examination and count of this scrap material disclosed the startling fact that on this section there had been a per-mile average of forty-five pieces of sharp-pointed material on the surface of the roadway just waiting the opportunity to puncture and possibly ruin the tires of unsuspecting motorists.

After such remarkable success on the Reno-Lovelock Road, the magnets were used to clean the streets in Carson City. Over 4,850 pounds of nails and other puncture-causing materials were picked up in two days. They are now planning to keep this magnetic road sweeper in continual operation until all the state highways and unimproved city streets on these routes are swept free of these grief-causing hazards.

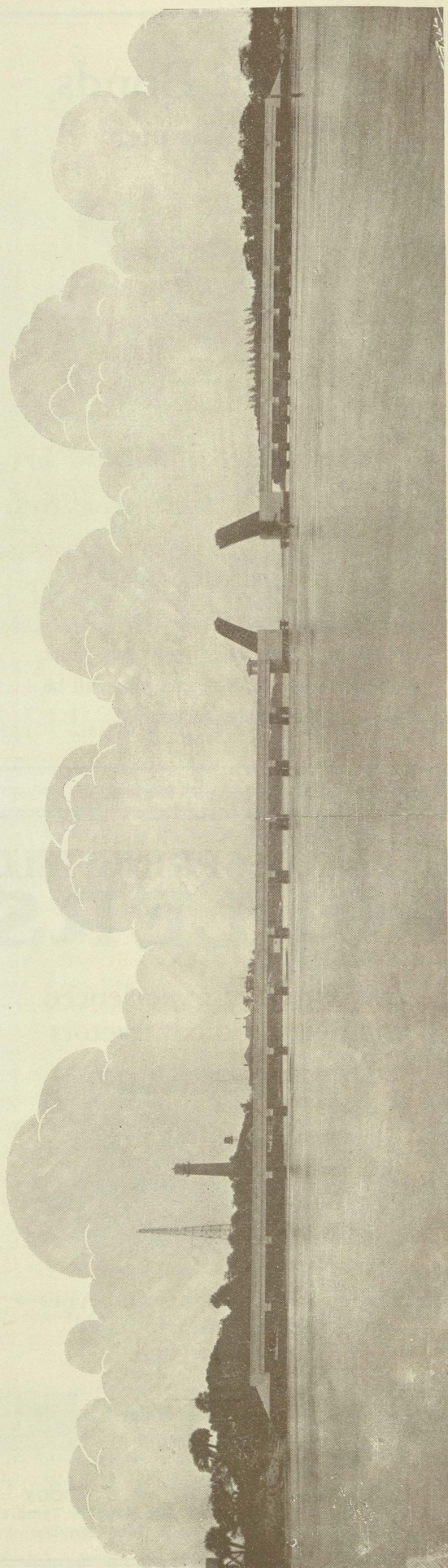
The first road-sweeping magnet was supplied with power from storage batteries carried on the truck. Since that time, however, these storage batteries have been replaced by gasoline-engine-driven generators. The latter outfits are much cheaper to operate than storage batteries and give continuous service on long stretches of road.—The American City.

Sidesteps the Cobwebs

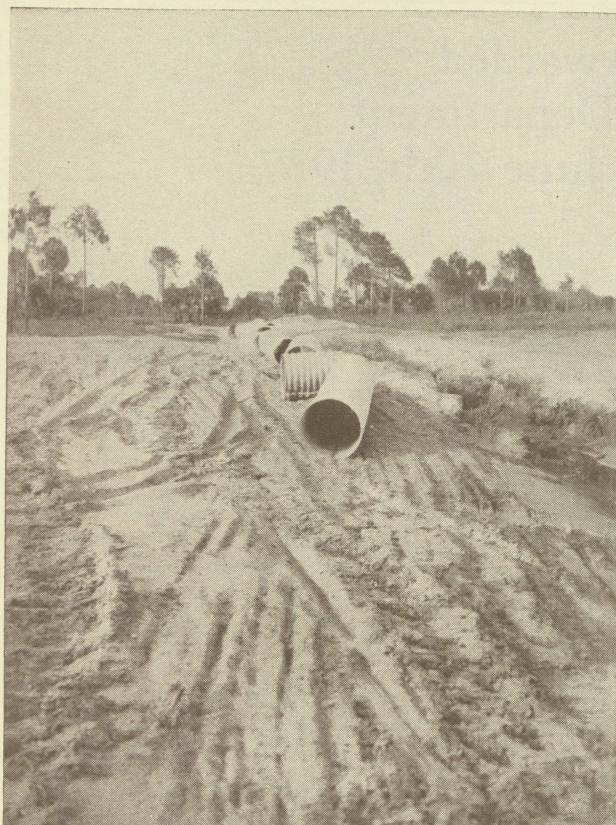
I never saw a real antique;
I never hope to see one,
But I can tell you, so to speak,
I'd rather see than be one.
Lampoon.

OREGON—One of the first instances of widening of a forest road is the proposal to widen the popular Mt. Hood Loop Highway, in Oregon, in the near future. Road widening, long an urgent necessity in the East, is becoming an occasional topic of conversation among western road builders and users.

QUEBEC is looking forward to another banner year of tourist business. During 1926, it is estimated, 300,000 vehicles carried into the Province approximately one million American visitors who spent a sum variously estimated at from \$50,000,000 to \$58,000,000.

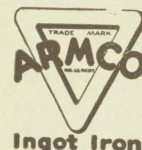


Jupiter River Bridge—Project 656—Road 4.



Armco Corrugated Culverts at the Venice (Florida) Golf Course.

Florida Relies on



Corrugated Culverts

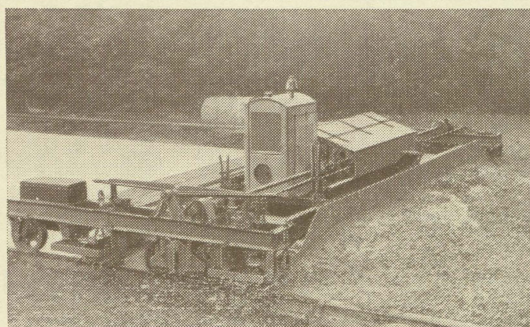
Shifting sand can't hurt an Armco Corrugated Culvert. Florida has learned that. "Spongy" fills in swampy country won't pull an Armco culvert out of line. Florida knows that. For a strong drainage structure of greatest permanency, Florida relies on ARMCO.

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Jacksonville, Florida

Watch the ORD Concrete Road Finisher on Grades and Curves



The ORD works just as smoothly on grades and curves as on level stretches, not a roll or ridge is left behind to mar the symmetry of a perfectly finished road. An ORD finished road from beginning to end is modern road building par excellence. On level country roads, up slightly rolling countryside and then in the most hilly sections this modern machine leaves a perfect crown and a lasting finish along the entire route.

This is just one reason for investigating the ORD. For a second, third, fourth and fifth—and many more—why not write for complete information and proof of our claims.

A. W. French & Company

Manufacturers of the ORD Concrete Road Finisher

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Wood Preservers Since 1878

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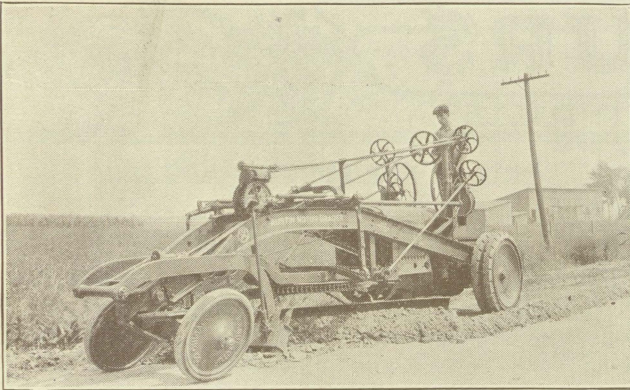
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Contracts Awarded by State Road Department January 1st, 1927, to June 20th, 1927

Contractor	Project No.	County	Length Miles	Length Feet	Contract Plus 10%	Type
Noonan-Lawrence	54	Leon	13.00	....	\$ 385,297.67	Concrete
Higgison Const. Co.	59	Leon-Jefferson	9.10	....	266,053.37	Concrete
Duval Engr. & Contr. Co.	54-A & 58	Leon-Jefferson	12.53	....	264,524.48	R. B. S. T.
Manley Constr. Co.	53-A	Lake	7.10	....	249,034.28	Asph. Conc.
W. J. Bryson Paving Co.	52	Escambia	10.089	....	241,904.49	C. G. & G.
Boone & Wester	677-C	Levy	10.16	....	224,345.88	C. G. & G.
Thompson & Moseley, Inc.	677-D	Levy	7.58	....	66,017.34	C. G. & G.
Lake Worth Const. Co.	683-C	Palm Beach	8.27	....	44,290.95	C. G. & G.
B. Booth & Co.	687-B	Lake	15.22	....	89,496.93	C. G. & G.
C. T. Dawkins	50-A	Putnam	....	120	22,243.32	Conc. Overhead
Okeechobee Const. Co.	655-667	Highlands	....	815	50,006.45	Timber
C. H. Turner Co.	697	Escambia	....	488	22,911.53	Timber
Duval Engr. & Contr. Co.	571	Madison	14.26	....	47,190.03	S. T.
Langston Const. Co.	660	Clay	10.52	....	33,538.07	S. T.
H. E. Wolfe	48	St. Johns	15.39	....	371,253.82	R. B.
Nelson Brothers	694	Martin	8.48	....	275,185.30	Concrete
Johnson, Drake & Piper	693	St. Lucie	8.93	....	312,662.92	Concrete
Concrete Steel Bridge Co.	665	Clay	....	1400	208,167.96	Concrete
Concrete Steel Bridge Co.	664	Clay	....	1600	236,366.90	Concrete
Royce Kershaw, Inc.	640-B	Martin	....	131	32,201.40	Concrete
F. M. Stuart & Co.	40-B	Brevard	....	108	40,149.91	Concrete
Langston Const. Co.	641	Palm Beach	9.67	....	188,279.21	R. B.
Samuel Vadner	695	Lake	10.50	....	63,734.69	C. G. & G.
Tampa Sand & Shell Co.	695	Lake	....	....	63,368.28	Hyd. Fill
R. C. Huffman Const. Co.	669-D	Dade	12.30	....	382,038.36	C. G. & G.
Deen, Yarborough & Ebersbach	685	Franklin	17.43	....	159,980.86	C. G. & G.
Wm. P. McDonald Const. Co.	648	Hardee	7.14	....	24,075.97	S. T.
L. M. Gray	676-A-B	Levy	24.35	....	80,637.57	S. T.
West Construction Co.	614	Sarasota	17.34	....	483,586.35	Bit. Conc.
Manley Construction Co.	687-A	Lake	15.00	....	436,551.76	Sheet Asph.
M. C. Winterburn, Inc.	543	Seminole	14.20	....	405,296.30	Bit. Mac.
Wm. P. McDonald Const. Co.	648	Hardee	6.36	....	123,804.83	R. B. S. T.
Duval Engr. & Contr. Co.	659	Clay	2.80	....	49,310.97	R. B. S. T.
C. A. Steed & Sons Co.	668	Brevard	13.45	....	373,640.32	R. B. S. T.
Stidham & Hughes	564-C	Charlotte	3.93	....	81,173.55	R. B. S. T.
H. L. Clark & Sons Co.	676-C	Levy	15.01	....	227,110.22	R. B. S. T.
F. X. Bradley & Co.	573-D	Orange	16.81	....	95,642.25	C. G. & G.
C. A. Henderson	713	Columbia	10.00	....	85,284.71	C. G. & G.
James Betteridge	41-B	Dade	....	88	42,387.84	Concrete
Peterson & Earnhart	698	Leon	....	400	34,773.06	Concrete
Peterson & Earnhart	699	Jefferson	....	300	27,441.17	Concrete
John J. Quinn, Inc.	641	Palm Beach	1.00	....	52,494.31	S. T.
Board Co. Commrs. Taylor Co.	745	Taylor	14.00	....	12,320.00	C. & G.
Finlayson & Morris	747	Jefferson	6.50	....	40,566.79	C. G. & G.
C. S. Maulsby	694	Martin	....	....	10,780.00	Protection
Kibbey Engineering Co.	663-679	Citrus-Hernando	15.00	....	19,145.28	Guard Rail
Alexander, Ramsey & Kerr	669-E	Dade	4.27	....	205,700.00	C. & G.
Langston Const. Co.	522	Nassau	4.06	....	43,394.76	R. B. S. T.
W. J. Bryson Paving Co.	593	Manatee	0.66	....	12,058.22	Bit. Conc.
E. W. Parker	589	Lee	....	313	43,942.63	Conc.
Murphy & Pryor	691	Indian River	....	285	60,594.05	Conc. Overhead
Hayes & Kroeger	687-A	Lake	....	120	18,264.37	Conc. Overhead
E. W. Parker	614	Sarasota	....	165	50,330.50	Conc. Bridge
E. W. Parker	614	Sarasota	....	150	61,320.42	Conc. Bridge
E. W. Parker	614	Sarasota	....	130	53,530.89	Conc. Bridge
E. W. Parker	614	Sarasota	....	130	68,210.17	Conc. Bridge
Cone Bros. Const. Co.	49	Flagler	13.81	....	252,196.06	R. B. S. T.
Fowler & Banko, Inc.	691	Indian River	5.52	....	165,364.35	Conc.
Fowler & Banko, Inc.	692	St. Lucie	7.38	....	229,002.48	Conc.
General Const. Co.	41-B	Dade	....	132	40,529.06	Conc. Bridge
F. X. Bradley & Co.	716	Bradford	11.12	....	57,024.85	C. G. & G.
F. X. Bradley & Co.	717	Bradford	10.93	....	85,834.62	C. G. & G.
Totals			441.15	6,875.0	\$8,493,565.08	



PERFORMANCE!

Regardless of what may be said regarding the merits of a motor grader, performance stands alone as the standard by which the product is judged.

W. O. Shockelford, Street Commissioner of Abilene, Texas, writes: "Our Austin 10-20 Grader replaced a 5-ton tractor and an 8-foot grader. Costs cut about 40%."

Austin Motor Graders do your work better, faster and cheaper than can be done by any other method. Is that performance? You'll say it is!

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Producers of High Grade Washed, Crushed and Sized

CONCRETE ROCK

"Camp Quality"

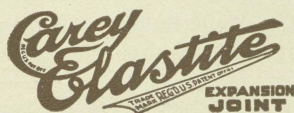
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C. W. STONE, Sales Manager

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Carey Elastite Expansion Joint is stiff and rigid, yet flexible enough to be bent to a sharp radius without breaking. Store it anywhere — it needs no protection from the weather. Inexpensive, durable, easily installed with ordinary tools.

The Philip Carey Company
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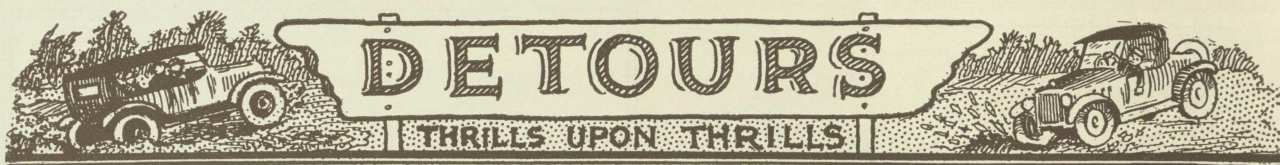
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JACKSONVILLE, FLORIDA



General Overhaul

A dentist says that he had an absent-minded motorist in his chair the other day. "Will you take gas?" he asked.

"Yeah," replied the a-m patient, "and you'd better look at the oil, too."—Boston Transcript.

Gagging a Wisecracker

Lecturer—"Can any one give the derivation of the word auditorium?"

Listener — "Yes — from AUDIO-hear, and TAURUS-bull. A place where you—"

Lecturer—"That will do."—Washington Dirge.

Familiar Hammer

"Ever get a knock in your automobile, Jim?"

"Often—when my wife rides in the back seat,"—Boston Transcript.

The other day we heard of a man who is so fat that whenever he wanted to be measured for a suit he had to hire a couple of surveyors.—Missouri Outlaw.

"What kind of a fellow is Smith?"

"Well, if you ever see one fellow trying to borrow money from another, the fellow shaking his head is Smith."—Colorado Dodo.

Porter—"How would you like to sleep—head first or feet first?"

Voyager—"If it's all the same to you, I'll sleep all at the same time—Bobcat.

"This restaurant sure is cheap."

"How's that?"

"Why, I got coffee, doughnuts and an overcoat for fifteen cents."—M. I. T. Voo Doo.

Clarice—"Look at that striking young waiter.

Babette—"Tres chic, n'est-ce pas?"

Clarice—"Tray sheik is right."—Stanford Chaparral.

Old Lady—"You can't be so poor, my good man, if you wear spats."

Tramp—"Ma'm, dese is suede shoes wid de bottoms worn off!"—Williams Purple Cow.

Johnny, ten years old, applied for a job as grocery boy for the summer. The grocer wanted a serious-minded youth, so he put Johnny to a little test.

"Well, my boy, what would you do with a million dollars?" he asked.

"Oh, gee, I don't know—I wasn't expecting so much at the start."—Goblin.

Chant the last rites for Alfred Squor,

Who called on Jennie Matt;

He thought he saw the cuspidor,

But it was her old man's hat.

—Nebraska Awgwan.

PRIMER FOR STENOGRAPHERS

The Filing Cabinet

This is a filing cabinet. It is a green filing cabinet. It has four drawers. I can put my hat in the cabinet. I can put my library books in the cabinet, too. Tomorrow, I will buy a magazine and put it in the cabinet. See, I have put my gum on the inside of a drawer. It will stay there until tomorrow. Then I will chew my gum again. It will still retain its flavor.

The Telephone

Here is a telephone. The telephone has a receiver. I can talk into the telephone. I can talk to my friends. I can talk to Mary. Mary works across the street. Do you hear the telephone ringing? I will answer the telephone. It is my friend calling. I will talk to my friend: "Hello. No, I am not busy. Are you busy? I am fine, thank you. How are you? I am very glad that you are feeling well. Yes, I have a new hat. Did you like my new hat? . . . (half an hour) . . . I think some one is trying to get this line. I will call you later. I wish to tell you something. It is a great secret. Good-by." The telephone is a great convenience.

The Pencil Sharpener

This is the pencil sharpener. I sharpen my pencils in the pencil sharpener. I sharpen my pencils six times every day. I have twelve pencils. They are yellow pencils. I like yellow pencils. I like to sharpen pretty yellow pencils.

The Clock

This is the clock. It is a big clock. The hands move very slowly. Sometimes they stop. I am looking at the clock. I like to look at the clock. I can tell the time. I always know what time it is. Can you tell the time? It is now five o'clock. I am going home. Good-by.—Judge.

Genuine Antique

1490 Model Chevrolet Touring Car, in good running order, 75.00.—Ad in a Nova Scotia paper.

"Is an editor a man who puts things in the magazine?"

"No, you fool, an editor is a man who keeps things out of the magazine."—Wisconsin Octopus.

Auto Salesman (desperately)—"But, madam, if you take this car we will put your initials on it free of charge?"

Mrs. Tom Saver—"But my husband says it's not the initial cost that counts, but the upkeep!"—Goblin.

Breathless Man (to Boston taxi driver): Five dollars if you catch the 4:05 train!

Taxi Driver: Where shall I get off if I catch it?
—Dartmouth Jack o'Lantern.



**BASIC
SLAG**

*For better
Concrete*

This 1218 ft. Slag Concrete Bridge Spans Trout River near Jacksonville

NOWADAYS practically all new bridges are concrete bridges. Florida has dozens of fine ones but it is doubtful if in all the state there is a finer example of the beauty and rugged strength—that concrete alone makes possible—than in this sturdy

"ENSLEY" & "ALA CITY"
BASIC SLAG
CRUSHED & SCREENED

concrete structure that spans Trout River near Jacksonville. National attention to this structure has been attracted by the substantial saving—in concrete and in money—made by A. B. Carriek, bridge engineer, through the use of Basic Slag in a specially designed 1:1½:3 mix.

His long experience with slag concrete in Ohio and Florida had shown him conclusively that slag concrete was not only stronger—but much lighter—and that a substantial saving in the number of cu. yds. of concrete required for this project could be made—through the use of slag. His final figures of material, and cost, proved it!

Birmingham Slag Company

Slag Headquarters for the South

ATLANTA BIRMINGHAM JACKSONVILLE
THOMASVILLE MONTGOMERY OCALA, FLA.



Status of Construction

THROUGH APRIL 30, 1927.

Proj. No.	Contractor	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per Cent Complete
1	State Convict Forces	1	Okaloosa	6.08	6.08	6.08		6.08	S.C.	100.00
41	Morgan-Hill Paving Co.	4	Dade	12.00	12.00	12.00	12.00	11.76	S.A.	99.00
46	McMahan Const. Co.	3	Nassau	11.51				11.53	Conc.	95.00
47	J. B. McCrary Engr. Corp.	4	St. Johns	14.96				6.74	Conc.	45.00
48	H. E. Wolfe	4	St. Johns	15.39			10.52	2.55	S.T.R.B.	66.00
49	A. J. Hoffman	4	Flagler	13.82	13.82	13.82			Grading	98.00
50-A	Boone & Wester	14	Putnam	6.19	6.00	5.94			Grading	98.00
50-B	B. Booth & Co.	14	Putnam	9.78	9.78	9.78			Grading	97.00
50-C	E. Roy James	14	Putnam	10.03	10.03	9.03			Grading	92.00
52	W. J. Bryson Paving Co.	1	Escambia	10.09	4.03	1.61			Grading	24.50
53-A	Manley Constr. Co.	2	Lake	7.10			7.11	1.85	B.C.	66.00
53-C	Tampa Sand & Shell Co.	2	Lake	1.87	1.81	1.05			Grading	61.00
54	Noonan-Lawrence	1	Leon	13.00				3.51	Conc.	27.00
58	Duval Engr. & Contr. Co.	1	Leon-Jefferson	12.53			10.03	0.00	S.T.R.B.	64.90
59	Higgison Construction Co.	1	Jefferson	9.10				5.10	Conc.	56.00
500-A	Noonan-Lawrence	20	Bay	9.65	9.65	9.65		9.55	Conc.	99.00
502	State Convict Forces	10	Gulf	7.50			0.00	0.00	S.T.R.B.	0.00
514	State Convict Forces	1	Jackson	11.04	11.04	11.04		11.04	S.C.	100.00
529	M. C. Winterburn, Inc.	1	Suwannee	12.70				10.76	Conc.	86.00
533	Baker & Foulks, Inc.	1	Suwannee	13.31			13.40	10.00	S.T.R.B.	95.00
543	Lake Worth Const. Co.	3	Seminole	14.20	14.20	13.49			Grading	95.00
543	M. C. Winterburn, Inc.	3	Seminole	14.20			0.00	0.00	B.Mac.	0.00
564-C	Stidham & Hughes	5	Charlotte	3.74			0.00	0.00	S.T.R.B.	0.00
571	Duval Engr. & Contr. Co.	1	Madison	14.26			14.26	14.26	S.T.R.B.	100.00
573-D	F. X. Bradley & Co.	2	Orange	16.81	0.00	0.00			Grading	0.00
580	State Convict Forces	19	Dixie	16.50	7.52	7.52	7.52	0.00	S.T.R.B.	45.50
587	C. G. Kershaw Const. Co.	5-A	Columbia	4.38	4.38	3.94			Grading	90.70
590	State Convict Forces	1	Santa Rosa	9.28	9.28	9.28		9.28	S.C.	100.00
592	U. S. Fidelity & Guaranty Co.	10	Franklin	7.89	7.02	5.29			Grading	78.00
614	W. J. Bryson Paving Co.	5	Sarasota	17.34	17.07	14.51			Grading	81.00
614	West Construction Co.	5	Sarasota	17.34			0.00	0.00	B.Conc.	0.00
619	J. L. Gladwell	5	Alachua	9.28	9.28	8.07			Grading	88.00
621	Penton-Mathis Const. Co.	1	Okaloosa	19.70	19.70	19.50			Grading	98.00
623	State Convict Forces	35	Madison	12.91	12.91	12.91		0.00	S.C.	75.70
640-A	S. J. Groves & Sons Co.	4	Martin	9.00	9.00	5.40			Grading	69.00
640-B	Lake Worth Const. Co.	4	Martin	11.80	9.32	2.83			Grading	47.52
641	Langston Const. Co.	4	Palm Beach	11.90			0.00		S.T.R.B.	0.00
648	Southern Surety Co.	2	Hardee	14.17	14.17	14.17			Not reported.	
648	Wm. P. McDonald Const. Co.	2	Hardee	7.14			7.14	7.14	S.T.R.B.	100.00
648	Wm. P. McDonald Const. Co.	2	Hardee	6.36			1.91	0.00	S.T.R.B.	20.00
651	State Convict Forces	10	Gulf	14.72	14.72	14.72		1.00	S.C.	60.00
653	H. D. Spangler	4	Broward	13.46	9.50	2.29			Grading	37.70
657	State Convict Forces	6	Jackson	10.00	10.00	9.50		9.00	S.C.	90.00
659	M. C. Winterburn, Inc.	3	Clay	13.27	13.14	6.64			Grading	70.00
659	Duval Engr. & Contr. Co.	3	Clay	2.80			0.00	0.00	S.T.R.B.	0.00
660	Langston Const. Co.	3	Clay	10.52			10.52	0.00	S.T.R.B.	90.00
668	E. F. Powers Const. Co.	4	Brevard	13.45	13.45	13.18			Grading	95.00
668	C. A. Steed & Sons Co.	4	Brevard	13.45			0.00	0.00	S.T.R.B.	0.00
669-C	R. C. Huffman Const. Co.	27	Dade	12.00	6.00	4.20			Grading	37.00
669-D	R. C. Huffman Const. Co.	27	Dade	12.30	4.18	1.11			Grading	7.00
669-V	Alexander, Ramsey & Kerr, Inc.	27	Collier	11.91	11.91	11.33			Grading	82.00
669-W	State Convict Forces	27	Collier	15.40	8.50	8.50	8.16	0.00	S.T.R.B.	
671	State Convict Forces	20	Jackson	4.07	3.25	2.85			Grading	74.28
673	State Convict Forces	1	Gadsden	14.87	14.87	14.00		13.00	S.C.	95.00
676-A	L. M. Gray	19	Levy	9.96			9.95	1.69	S.T.R.B.	84.00
676-B	L. M. Gray	19	Levy	14.39			7.19	2.45	S.T.R.B.	47.00
676-C	Langston Const. Co.	19	Levy	15.02	15.02	12.00			Grading	83.00
676-C	H. L. Clark & Sons Co.	19	Levy	15.02			0.00	0.00	S.T.R.B.	0.00
677-A	A. J. Hoffman	13	Levy	6.96	6.96	6.96			Grading	98.00
677-B	Coastal Const. Co.	13	Levy	11.58	9.79				Grading	59.00
677-C	Boone & Wester	13	Levy	10.16	5.08	0.00			Grading	17.35
677-D	Thompson & Moseley, Inc.	13	Levy	7.58	6.44	2.27			Grading	54.00
683-C	Lake Worth Const. Co.	4	Palm Beach	8.27	7.36	2.23			Grading	40.00
685	Deen, Yarborough & Ebersbach	10	Franklin	17.43	6.04	2.93			Grading	20.87
687-A	E. W. Ellis	2	Lake	15.00	15.00	15.00			Grading	100.00
687-A	Manley Const. Co.	2	Lake	15.00			0.00	0.00	S.A.	0.00
687-B	B. Booth & Co.	2	Lake	15.22	13.24	8.37			Grading	60.50
691	Mason Payne Co., Inc.	4	Indian River	5.52	5.41	5.14			Grading	88.00
692	Boone & Wester	4	St. Lucie	7.38	7.38	4.43			Grading	82.00
693	Johnson, Drake & Piper, Inc.	4	St. Lucie	8.73				2.44	Conc.	27.00
694	Nelson Brothers	4	Martin	8.48				.59	Conc.	6.00
695	S. Vadner & Tampa Sand & Shell Co.	2	Lake	10.54	0.00	0.00			Grading	0.00
698	Curtis & Gubbins	19	Leon	12.43	7.58	6.09			Grading	39.42
699	State Convict Forces	19	Leon	7.71	7.00	5.20			Grading	60.00
700	State Convict Forces	19	Jefferson	9.26	0.00	0.00			Grading	0.00
713	C. A. Henderson	28	Columbia	10.00	2.00	.20			Grading	3.09
718	C. G. Kershaw Const. Co.	5-A	Columbia	8.22	8.22	7.97			Grading	97.70
721	L. M. Gray	3	Putnam	4.50	4.50	4.50	4.50	0.00	S.T.R.B.	95.00
745	Taylor County	13	Taylor	14.00	0.00				Clearing	0.00
747	Finlayson & Morris	35	Jefferson	6.50	0.00	0.00			Grading	0.00
Total complete, April 30, 1927				1991.28	1912.24	869.78	1426.34			
Complete month of April				48.75	52.60	19.03	49.35			
Total complete March 31, 1927				1942.53	1859.64	850.75	1376.99			

TOTAL MILEAGE COMPLETE

	Concrete	Brick	B. C.	S. A.	B. M.	Asph. Block	S. T.	S. C.	Marl	Total
Complete to March 31, 1927	174.13	17.13	14.08	77.93	88.84	23.20	634.14	425.90	27.58	1468.57
Complete month of April	17.69		1.84	.12			15.98	.04		35.67
Complete to April 20, 1927	191.82	17.13	15.92	78.05	88.74	23.20	650.12	425.94	27.58	1504.24

M. B. OGDEN

17th Street and First Ave., Tampa, Fla.

Telephone Y-1102

Representing

NORTHWEST ENGINEERING CO.—Cranes, Shovels
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PAGE ENGINEERING CO.—Dragline Buckets.

OWEN BUCKET CO.—Clam Shell Buckets.

DOMESTIC ENGINE & PUMP CO.—Diaphragm,
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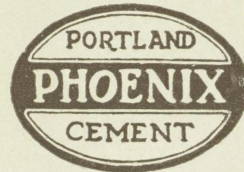
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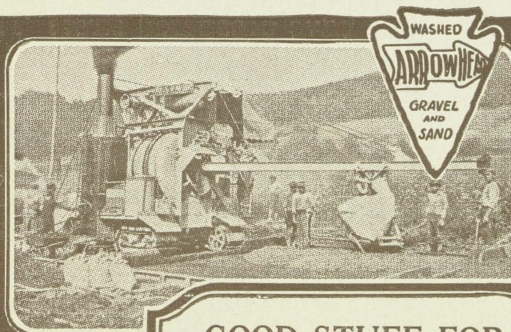
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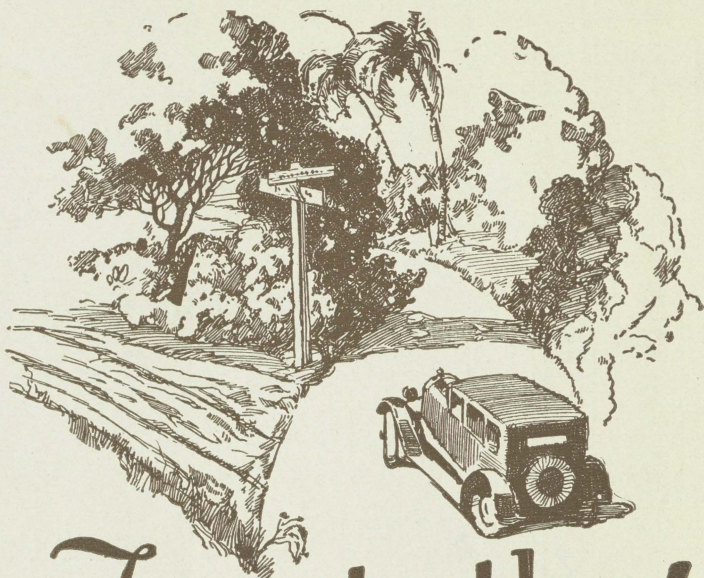
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